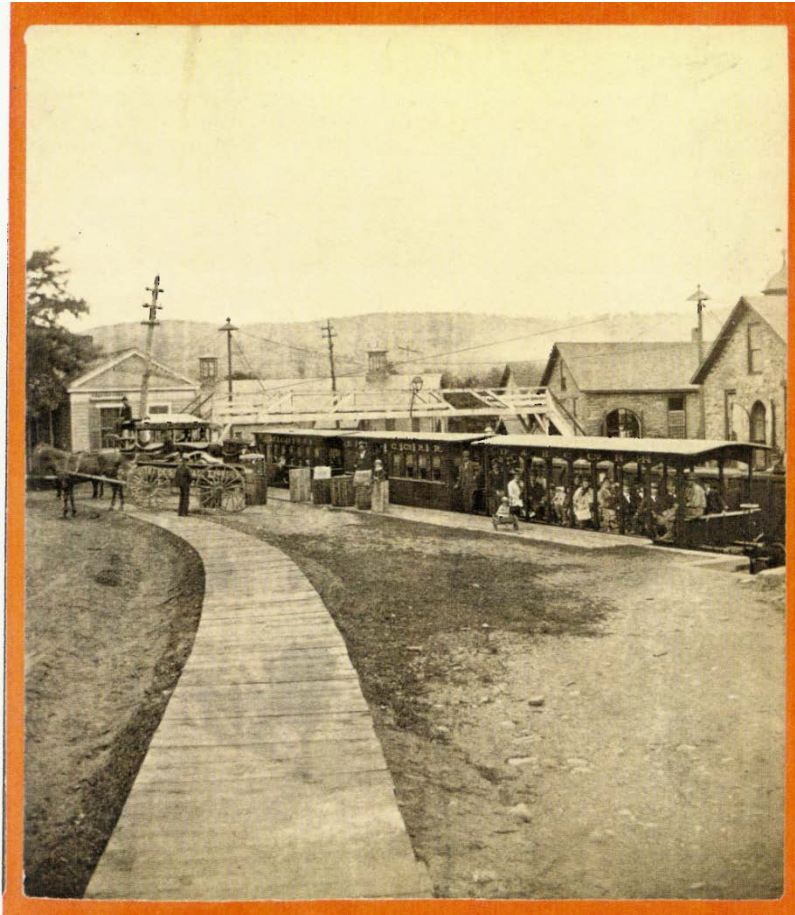


Delaware and Hudson Canal Company Passenger Service on the Gravity Railroad



Hensel No. 1190: *Del. & Hud. Gravity Road Depot*. Stereoscopic Views of CARBONDALE Pa., Photographed and Published by L. HENSEL, Port Jervis, N. Y.

S. Robert Powell, Ph.D.

October 9, 2015

Published by the Carbondale Historical Society and Museum, Inc.

Carbondale, PA 18407

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ISBN 978-0-9903835-7-4

Published by the Carbondale Historical Society and Museum, Inc.
Carbondale, PA 18407 www.carbondalepahistorical.org
October 9, 2015, First Edition

360 pages, illustrated

A History of the
Delaware and Hudson Canal Company
in 24 Volumes

S. Robert Powell, Ph.D., 1974
Indiana University, Bloomington, IN

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II	Gravity Railroad: 1845 Configuration
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Acknowledgements

Dundaff is a small village in Susquehanna County, PA. It is located just a few miles from the northern edge of the Northern, or Wyoming, anthracite coal field of Pennsylvania. The location of that coal field is given, in *The Story of Anthracite* (Hudson Coal Company, 1932, p. 14) as follows: "This field extends from Forest City [on the Lackawanna River] on the east to Shickshinny [on the Susquehanna River] on the west, a distance of about fifty-five miles. It is a crescent-shaped basin, reaching at Wilkes-Barre a maximum breadth of about six miles and having a total area of about 176 square miles. The westerly cusp of the crescent lies just north of the Eastern Middle Field and extends in a northeasterly direction through Luzerne and Lackawanna counties, just dipping into Wayne and Susquehanna counties at the other extremity of the crescent. The principal cities in this field are Carbondale, Scranton, Wilkes-Barre, Pittston, and Nanticoke."

In the village of Dundaff, in the winter of 1828, on the edge of the Northern, or Wyoming, anthracite coal field, the *Dundaff Republican*, one of the first newspapers in northeastern Pennsylvania, was published. That paper, with several names changes, was published regularly for the following twelve years. Miraculously, many of the issues of this remarkable newspaper have come down to us and are now in the archives of the Carbondale Historical Society and Museum.

The *Dundaff Republican* was published in Dundaff from February 14, 1828 to November 30, 1832, when the paper was moved to Carbondale. In the pages of the *Dundaff Republican* are recorded, from the very beginning of its publication, facts about the Delaware and Hudson Canal Company and its celebrated Gravity Railroad from Carbondale to Honesdale and its equally remarkable canal from Honesdale to the Hudson River that are recorded nowhere else. Those facts are reported throughout the 24 volumes in this series, and we are pleased to here express our thanks and gratitude to the newspaper men (Sloane Hamilton, Earl Wheeler, Esq., Amzi Wilson, William Bolton) who created this astonishing twelve-year printed record about northeastern Pennsylvania.

Even after a lifetime of doing historical research, it's hard not to be overwhelmed when reading primary source documents such as the *Dundaff Republican* and you come across statements such as the following in the December 18, 1828 issue of the that paper:

"We have the pleasure to state, that the Delaware and Hudson Canal, is now in successful operation, between Honesdale and its junction with the Hudson. / It is expected that the Rail Road from Honesdale to Carbondale, (at the Coal Mines) a distance of 16 miles, will be in successful operation early in the Spring." [emphasis added] (*Dundaff Republican*, December 18, 1828, p. 3)

" . . . the Canal is now in successful operation. . . It is expected that the Rail Road . . . will be in successful operation early in the Spring." You are suddenly there. The past 187 years have not taken place. For the research historian, it doesn't get any better than that.

For the record, the name changes and places of publication for the *Dundaff Republican* / *Northern Pennsylvanian* are as follows:

1. *Dundaff Republican. Political, Literary, Moral & Religious Mirror*. Published in Dundaff, PA. Volume I, Number 1 (February 14, 1828)--Volume I, Number 52, (February 5, 1829), Sloane Hamilton, editor.

2. *Dundaff Republican, and Canal & Rail Road Intelligencer*. Dundaff, PA. Volume II, Number 1 (February 12, 1829)--Volume IV, Number 9 (April 13, 1831), Sloane Hamilton, editor. New Series Volume I, Number 1 (April 20, 1831)--New Series Volume I, Number 43 (March 2, 1832), Earl Wheeler, Esq., editor.

In the January 27, 1832 issue, page 3, Earl Wheeler announced that the paper had been sold to Amzi Wilson. In a proposal dated January 25, 1832, on page 3 of the January 27, 1832 issue of the *Dundaff Republican, and Canal & Rail Road Intelligencer*, Amzi Wilson announced that the name of the Dundaff paper would be changed to *Northern Pennsylvanian, and Susquehanna and Luzerne Advertiser*.

3. *Northern Pennsylvanian, and Luzerne and Susquehanna Advertiser*. Published in Dundaff. Volume I, Number 1 (March 30, 1832)--Volume I, Number 21 (August 17, 1832), Amzi Wilson, editor.

4. *Northern Pennsylvanian*. Volume I, Number 22 (August 24, 1832)--Volume VI, Number 16 (July 8, 1837), Amzi Wilson, editor. Published in Dundaff up to an including Volume I, Number 36 (November 30, 1832), at which point the paper was published in Carbondale.

5. *Northern Pennsylvanian, And Susquehanna, Wayne and Luzerne Advertiser. Devoted to Literature, Agriculture, Foreign, Domestic, and Political Intelligence, Education, Amusement, Advertisements, &c. &c.* Published in Carbondale. Volume VI, Number 17 (July 15, 1837)--Volume VI, Number 41 (December 30, 1837), Amzi Wilson, editor; Volume IX, Number 1 (January 17, 1840)--Volume IX, Number 14 (April 24, 1840), William Bolton, editor.

This paper was published in 1838 (Volume VII) and 1839 (Volume VIII), although, regrettably, copies of those two volumes have not come down to us.

6. *Northern Pennsylvanian*. Published at Wilkes-Barre. Volume IX, Number 15 (June 17, 1840)--Volume IX, Number 39 (December 23, 1840), William Bolton, editor. Note by Dilton Yarrington at the bottom of page 4 of the December 23, 1840 issue: "This was the last paper Bolton issued, he sold out and went west and died on the Rocky Mountains. [signed] D. Yarrington."

S. Robert Powell
March 26, 2015

Overview

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20th century, came into existence when it did and lasted for as long as it did because a body of employees

and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of “the company,” the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America’s pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

*The present volume focuses on passenger service on the Gravity Railroad. Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

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0801

Passenger Service on the Gravity Railroad: Down the Line and to Honesdale

In this study of passenger service on the Delaware and Hudson Canal Company's Gravity Railroad, we will focus on passenger service on the gravity lines both in the Lackawanna and Wyoming Valleys and between Carbondale and Honesdale.

Passenger service on the D&H on the gravity road in the Lackawanna and Wyoming Valleys began in 1860.

Official passenger service on the D&H gravity line to Honesdale began in 1877, although many passengers were transported on the Gravity Railroad between Carbondale and Honesdale for many years before official service was inaugurated, as we will detail in the pages that follow.

0802

Passenger Service Down the Line

In 1859, the first passenger car to be run over the Gravity line in the Lackawanna Valley made a trip from Carbondale to the foot of Plane C in Archbald. On this experimental trip, Hugh Powderly served as engineer, fireman, conductor, and brakeman. From a clipping from the late nineteenth century in the archives of the Carbondale Historical Society, we learn some very interesting details about this car and this trip to the foot of Plane 21:

"In this year [1859] the first passenger car was run over the Gravity. It was like the cars with the side seats now used sometimes at excursions. A car, loaded two-thirds full with culm and saturated with water to keep it from flying into the passengers' faces, was run in front to give impetus on the levels. On this trial trip were C. P. Wurts and family, Lewis Pughe and family, E. P. Garland and family, Israel Decker and family, and Davis Alton who was then general coal inspector for the D. & H. Hugh Powderly was in charge of the culm car and was thus engineer, firemen, conductor, and brakeman. The trip . . . to the foot of plane C now known as plane 21, at Archbald, was made in 23 minutes. This time proving satisfactory, passenger cars were ordered to be built. The only persons now living in this city [Carbondale] who were on that trip are Mrs. Frank Taylor, then Mrs. Isaac Decker, and Mr. Powderly."

In November 1859, another experimental passenger run was made on the Gravity Railroad, this time "to the new village of Olyphant." About this run, we learn more from an article titled "Railroad Communication," that was published in the November 12, 1859 issue of the *Carbondale Advance*:

"Railroad Communication. / We understand a party of our people were favored with a ride upon the extension of the Company's Railroad to the new village of Olyphant. A more general

party took a similar excursion of Wednesday, and on Thursday another, including all that had notice, leisure and inclination for the trip. A comfortable passenger car has been provided, well seated, and the trip we learn is made very safely and pleasantly in less than hour. Regular trips are not proposed to be made at present, but will probably [be made] within a few months [when] the further extension of the road to Providence is completed. This will bring us by Railroad within 2 ½ miles of the Scranton Depot. It will be a great point gained, but not quite all that is desirable. / There seems to be no chance for but one opinion in regard to the Railroad as it now is, in its whole extent from Honesdale to Olyphant. It is a very superior road—wisely planned and substantially constructed. Its arrangements, and appointments for business are every way excellent, and its capacity is undoubtedly equal to 6,000 or 8,000 tons per day. / With such a road, and the large quantities of coal secured, of a quality equal to the best Anthracite in Pennsylvania, the basis seems to be laid for a large and prosperous business for at least a century.” (*Carbondale Advance*, November 12, 1859, p. 2)

The last sentence in that article is remarkable. Here is that sentence again: "With such a road, and the large quantities of coal secured, of a quality equal to the best Anthracite in Pennsylvania, the basis seems to be laid for a large and prosperous business for at least a century.”

"... a large and prosperous business for at least a century." Such became the reality.

This second experimental passenger run down the line was made from Carbondale to the foot of Plane No. 23 in Olyphant in early October 1859. Regular passenger service to the foot of Plane No. 23 was established shortly thereafter. That we know from the fact that there is an article in the November 19, 1859 edition of the *Carbondale Advance* in which it is stated (1) that regular passenger trips were made during the week preceding the 19th and (2) that those runs were popular with the traveling public:

“The Car.—The Passenger Car to Olyphant has made regular trips throughout the week, running generally with full loads each way. It seems to be a popular institution, and bids fare to be a permanent one. The extension of the Road to Providence, and the large population setting along the line from Carbondale down, will make some cheap mode of transit to and from this place indispensable.” (*Carbondale Advance*, November 19, 1859, p. 2)

The legal basis for the extension of D&H rails beyond "the present terminus in the township of Blakely, Luzerne county [foot of Plane No. 23], to any part of the adjoining township of Providence, in said County of Luzerne, and to any lands now owned or that may be hereafter purchased by them" is *Laws of 1859*, No. 123, that was approved by the House of Representatives and Senate of the Commonwealth of Pennsylvania on March 12, 1859. Here is that law:

LAWS OF 1859, No. 123.

A SUPPLEMENT TO AN ACT TO IMPROVE THE NAVIGATION OF THE RIVER LACKAWAXEN, passed the Thirteenth Day of March, One Thousand Eight Hundred and Twenty-three.

Authority to extend railroad beyond present terminus.

Authority to purchase and hold an additional quantity of land.

Additional power and authority to construct dams.

SEC. 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same, That the President, Managers and Company of the Delaware and Hudson Canal Company be, and they are hereby authorized to extend their railroads, with the necessary branches and fixtures, from the present terminus in the township of Blakely, Luzerne County, to any part of the adjoining township of Providence, in said County of Luzerne, and to any lands now owned or that may be hereafter purchased by them, under the provisions of this act, the damages for taking lands in the construction of said roads and branches to be assessed and secured in the manner pointed out in the provisions of an act passed the seventh day of April, one thousand eight hundred and fifty-eight, entitled "A supplement to an act to improve the navigation of the River Lackawaxen, passed the thirteenth day of March, one thousand eight hundred and twenty-three." And they are hereby authorized to purchase and hold an additional quantity of three thousand acres of land in the townships of Fell, Carbondale, Blakely and Providence, in the County of Luzerne, for the purpose of carrying on their operations.

SEC. 2. That in addition to the power now given to said company by the said act of March thirteenth, one thousand eight hundred and twenty-three, and its supplements, to erect dams on the Lackawaxen and its tributaries, for the purpose of the canal, the said company are hereby authorized to construct dams on the tributaries of the Lackawaxen and the Lackawanna and its tributaries, for the purpose of creating water power to propel the cars over and upon the railroads now constructed or hereafter to be constructed by them: *Provided*, That the navigation of said streams shall not be obstructed, and that the damages thereby occasioned, by taking and flowing land, shall be assessed, and secured in the manner pointed out in the said act of March thirteenth, one thousand eight hundred and twenty-three, and its several supplements.

W. C. A. LAWRENCE,
Speaker of the House of Representatives.

JNO. CRESSWELL, JR.,
Speaker of the Senate.

APPROVED—the twelfth day of March, A. D. one thousand eight hundred and fifty-nine.

WM. F. PACKER.

The passage of that bill by the Pennsylvania legislature had very important consequences for the D&H. Not only did it authorize the D&H to purchase 3,000 additional acres of land (a large quantity of those acres in the Wilkes-Barre area) but also gave the Company "the power to construct all needful roads to connect the same with the then existing works of the Company."

From the analysis of Delaware and Hudson Canal Company's annual report for 1859 that was published in the *Carbondale Advance* of March 31, 1860, we learn that the extension of the D&H rail line from the foot of Plane No. 23 "to a point within one mile of Scranton, a distance of about 4 ½ miles" was a high priority for the D&H in 1859.

“In the early part of 1859, a bill was passed by the Legislature of Pennsylvania [Pennsylvania, Laws of 1859, No. 123, complete text given above], giving this Company the right to purchase and hold 3,000 acres of land in addition to the 5,000 it was authorized to hold by the original grant; and also the power to construct all needful roads, to connect the same with the then existing works of the Company. Availing themselves of this authority, a considerable body of valuable coal land was purchased during the past year. / It was also deemed advisable to construct, without delay, an extension of the Company’s railroad, from its previous terminus [foot of Plane No. 23] to a point within one mile of Scranton, a distance of about 4 ½ miles. This extension is now nearly completed, and will be ready for use on the 1st of May next. [emphasis added] / The work upon the new dock at Weehawken has been prosecuted as rapidly as possible, but it will be yet be some months before it can be safely used. The entire cost of this improvement, when completed, will be nearly or quite \$300,000. To provide the necessary funds for this work, and for the extension of the Railroad referred to, with the required equipment for a larger business, the Board have authorized the issue of coupon bonds to the amount of \$600,000, having ten years to run, and bearing interest at the rate of 7 per cent per annum. These bonds will be disposed of from time to time, as needed, at not less than par—preference being always given to applications from stockholders who may desire to invest in this way. / Since the 1st of March, 1855, there has been expended in extensions of the Railroad and other improvements, called for by increasing business, the sum of \$1,098,845.33. The whole road now is of a solid and permanent character; its capacity for transportation has been increased from 500,000 to 1,200,000 tons [sic] per annum, and it has been extended to a point as far from the Canal as the operations of the Company will probably ever require. The entire cost of these equipments, with the exception of \$300,000 borrowed in 1858, has, up to this time, been provided for out of the current earnings of the Company. . . The old officers have been re-elected.” (*Carbondale Advance*, March 31, 1860, p. 2)

In the following article that was published in the *Carbondale Advance* of December 17, 1859, when the extension of the line from the foot of Plane No. 23 to Providence was under construction, Charles P. Wurts is praised not only for undertaking the construction of a standard-gauge steam locomotive line from Carbondale to Providence, but also for his role in the design and implementation of the 1859 configuration of the D. & H. Gravity railroad from Carbondale to Honesdale.

“The Del. & Hud. Canal Co.’s Railroad. / Our readers are informed, says the *Tri-States Union*, that the Delaware & Hudson Canal Company is making great changes and improvements in the Railroad for the transportation of coal from the mines to Honesdale. One of these improvements contemplates an extension of the Road from Carbondale to Providence, for passengers as well as freight business, a work now nearly completed. [A 4 ½ mile section of the Valley Road was "nearly completed" at the time this article was published. The entire line, the Valley Road from Carbondale to Scranton was not completed until 1871.] The *Scranton Republican* gives some

interesting information concerning the Road, in an article from which we make the following extract: / From what we saw, and can learn, we are more than ever convinced of the superior engineering skill and excellent general superintendence of Mr. Charles P. Wurts, under whose supervision the new road [the 1859 configuration of the Gravity Railroad] has been built, the old road entirely relaid with heavy T rail, the planes all rebuilt, new engines of the best and strongest kind supplied in place of the old ones, and, in fact, the whole road and its equipment improved so as to be essentially a new one. We were really surprised to find everything working with such perfect regularity, and to see such great changes accomplished without having interfered with the regular business of the Company. We are informed that by the new arrangement they will be able to carry over the road, if desirable more than one million tons of coal per annum, having by these alterations more than doubled their former capacity for business. There is one thing in this connection, particularly worthy of notice and commendation: Every article required for the road was obtained as near home as possible. The rails were furnished by the Scranton Coal and Iron Company, while the engines, which would be a credit to any establishment, were manufactured by Dickson & Co., in Scranton. It would be well if all operating companies would do likewise, instead of sending abroad to have work done no better and no cheaper than it could be done at home. For a Company so long established, and which was accused at one time of being somewhat behind the age, we think an extraordinary amount of energy and wisdom has been manifested in these recent improvements, and for economy and prudence in management, and the business tact generally displayed, it is probably entitled to the first rank in the country, if not in the world." (*Carbondale Advance*, December 17, 1859, p. 2)

From that article we learn that in implementing the 1859 configuration of the Gravity Railroad, C. P. Wurts not only bought all raw materials locally (T-rails for the entire Gravity system from Scranton Coal and Iron Company; stationary engines from Dickson & Co.) but also did not interrupt the day-to-day operations of the company as work proceeded on the revisions.

In regard to the first point (buy all raw materials locally), which has a particular resonance in twenty-first century America, the journalist for the *Scranton Republican* observed: " It would be well if all operating companies would do likewise, instead of sending abroad to have work done no better and no cheaper than it could be done at home.

Those two very interesting characteristics of C. P. Wurts' work method and philosophy of work are recognized by the journalist for the *Scranton Republican* as highly commendable: "For a Company so long established, and which was accused at one time of being somewhat behind the age, we think an extraordinary amount of energy and wisdom has been manifested in these recent improvements, and for economy and prudence in management, and the business tact generally displayed, it is probably entitled to the first rank in the country, if not in the world."

At the time of this article in the *Carbondale Advance*, March 31, 1860, it should be noted, the 4 ½ mile extension of the D&H line was then under construction, with the targeted completion date of May 1, 1860.

What was being built? Two short and very different rail lines: (1) a short Gravity-gauge rail line south from the foot of Plane No. 23 (on the eastern side of the Lackawanna River) and across the Lackawanna River, and (2) a 4-mile long standard-gauge track on the western shore of the Lackawanna River, from the point where the Gravity tracks arrived on the western shore of the Lackawanna River, to the south to Providence. It was D&H Chief Engineer Charles P. Wurts, it should be noted, who oversaw the building of this four-mile long standard-gauge railroad.

In January, 1860, it was thought that the rail line to Providence from Plane No. 23 would be completed that month, four months ahead of schedule:

"Travel and Mails. / There has been some confusion here during the last ten days in regard to travel and mails down the valley to Scranton. We seem to be just now in a sort of transition state between coach and car, plank road and railroad. We have a communication [by rail] once a day instead of twice [by coach] as heretofore, by the old stage line through which Messrs. Bronson & Allen have served us so comfortably and regularly during many years, and twice a day by railroad to Olyphant, and Omnibus thence to Scranton. / The completion of the extension of the railroad to Providence, which will occur probably during the present month, will thenceforward give the [railroad] cars a decided advantage in time over any other mode of transit to Scranton. Some slight changes and connecting links, made at a small expense, would give us that grand desideratum, a locomotive connection. That is what we want and hope for." (*Carbondale Advance*, January 7, 1860, p. 2)

The proposed new rail line would, of course, negatively impact the coach lines in the Lackawanna Valley:

"The Stage Coach. / We mentioned last week that Messrs. Bronson and Allen had drawn off their Coaches from the Valley route. We feel that this is not a common place news item, but an index of an important change that has come upon us. The revolution in the mode of travel which has been going on through the country for some years has finally arrived at our doors, and is destined to obliterate the old land marks. / 'The old Stage Coach' has been so long associated with all our ideas of traveling that it seems like parting with an old friend. It was, too, an accommodating friend. It took us up at our own doors, and there safely left us on our return. It did not whirl us off at a rate of twenty or thirty miles an hour, as if in a hurry to get us away from home and anxious to get rid of us, but took us easily and gracefully some four or five miles an hour, which used to be thought quite fast enough for *steady* people to travel.—But it will not do for this fast age. Other people travel faster, and it will not answer to have them get ahead of us. We must progress until we can keep time with the fastest of them. We must keep up with the

age. We must dash through to New York and Philadelphia in the time we used to spend very pleasantly in going to Wilkesbarre, without the least idea that we had been loitering, or suspecting that we had spent a day doing what we sho'd have accomplished in one hour. Those old days of quiet action, enjoyment and leisure are gone, and we, Rip Vanwinkle like, must wake up. And let it be understood that we are waking up and about to do our part in energetic action. If we have to part with old friends, we will gratefully acknowledge past favors, assure them of our best wishes for the future, and take our place resolutely among the wide awake actors of 1860." (*Carbondale Advance*, January 28, 1860, p. 2)

The extension to Providence was completed in February, 1860.

Those four miles of standard-gauge track on the western shore of the Lackawanna River, from the point where the Gravity tracks arrived on the western short of the Lackawanna River, to the south to Providence, were the first embodiment of what would become known as the Valley Road. Those four miles of standard-gauge track, the first permanent steam mileage on the Pennsylvania Division, would ultimately be extended to the South to Hudson (Mill Creek) and to North to Nineveh, and become known as the Pennsylvania Division of the D&H.

The first passenger cars used by the D&H figure prominently in a recollection of the beginnings of passenger service on the D&H that was published in a Carbondale newspaper in 1891. Here is that recollection:

"Friday, January 9, 1891. Thirty years ago this month the first passenger trains were run out of this city and there are quite a number yet living who can enjoy the retrospect afforded by a look back over the advancement in means of travel from the crude beginning to the present time when nearly half a hundred passenger trains arrive and depart from this city daily. The first car used was one that would now be considered decidedly barn-like; it was not as comfortable as some of the modern freight cars. There were two windows in either side, each containing six small panes of glass, and two smaller windows in either end each side of the doors. The sides were of matched boards something after the siding of a frame house and four braces ran on the outside from the middle of the roof to the floor of the car. The brake was like unto the present gravity coal cars, and when they were applied by the brakeman the slowing up of the train would be accompanied by a squeaking that would outdo a dozen of the liveliest pigs ever fattened. It would set the passengers' teeth on edge, but they had to stand it. Shortly after the inauguration of the passenger system Supt. Wurts invented an air whistle which he attached to the car and the tooting of this wonderful device announced the coming of the train. / Inside, the car was as crude as was the exterior. The two seats—long benches—ran lengthwise and walking was a luxury compared to fifteen miles ride on the hard slats, but the experience was new to the people and in lieu of anything better they considered it glorious. For a short time horses were used to haul the cars part of the way, then a locomotive was purchased. The baggage car that accompanied the passenger "coach" was also very rude in its construction." (Gritman scrapbook)

In February 1860, there was a temporary interruption in passenger service by rail, but the omnibus lines filled the gap and accommodated the traveling public:

"THE PASSENGER TRAINS on the Del. and Hudson Canal Co.'s Railroad, running between here and Providence, will be taken off next week. This is necessary to some repairs, &c., intended to be made by the Company upon the road and engines. The interruption will be but for a few days, during which the Omnibus Lines will accommodate the travel between this place and Scranton." (*Carbondale Advance*, February 7, 1860, p. 2)

The passenger cars to Providence, which were very quickly upgraded by the D&H from the perspective of passenger comfort and warmth, were very popular with the public:

"The Passenger Cars. 'Our Passenger Cars,' or the Passenger Cars now run on the Del. & Hud. Canal Co.'s Railroad to Providence, within two and one-half miles of Scranton, have become an established and highly popular institution. They far exceed the most sanguine anticipations. The trip to Providence is a pleasure. The cars are elegant and comfortable, well cushioned and well warmed, and they run by gravity on fair locomotive time. The mails reach us in about one and a half hours from Scranton, and passengers arrive in good spirits, full of praises for the cars. / Depots are about being built here, and every disposition is manifested to provide fully for the convenience of freight and travel." (*Carbondale Advance*, February 18, 1860, p. 2)

Two sets of tracks now in place: Gravity-gauge coming down from the foot of Plane 23, standard-gauge going down to Providence from the point where the Gravity tracks arrived on the western shore of the Lackawanna:

Merge the two sets of tracks. The Gravity tracks coming down from the foot of Plane No. 23 were merged into the standard-gauge tracks going down to Providence. The point where the Gravity gauge tracks and the standard-gauge tracks came together/were merged on the western shore of the Lackawanna River, just south of Olyphant, was **Valley Junction**. By February 1860, therefore, the D&H Gravity Railroad from Carbondale to Olyphant was connected to / interfaced with the D&H's 4-mile steam locomotive rail line between Valley Junction and Providence.

Those four miles of D&H tracks between Valley Junction and Providence are truly remarkable, from the perspective of the complete history of the D&H in that they embody, if you will, the past (gravity-gauge) and the future (standard-gauge) of the D&H. Many additional miles of identical tracks would very quickly be established by the D&H, but this 4-mile section of trackage in February 1860 merits special notice because it was the first section of D&H tracks with dual gauges.

Equally remarkable are two other realities: (1) the D&H did not own at the time (February 1860) any standard-gauge cars or engines, and (2) standard-gauge tracks (56 ½ inches) were not yet recognized as the norm for American railroads. That would not happen until March 1863 when

the U. S. Congress determined that the gauge of the Union Pacific railroad would be 56 ½ inches, and most American railroads adopted 56 ½" as the gauge of their tracks. (The A&S, the Erie, and the DL&W, nevertheless, among others chose six feet as their gauge.)

So when the D&H built the four-mile section of standard-gauge tracks from Valley Junction to Providence they were, in a very significant and remarkable way, projecting into/building for the future.

How did these D&H passenger cars get from Carbondale to Providence?

The passenger cars left Carbondale, up to at least 1868 (when Level 20 was installed), by being taken up the Blakely Plane, and then continuing on their journey southward to Plane 21 in Archbald, and then on down to the foot of Plane 23. After February 1860, when the rail line was extended from the foot of Plane 23 to Providence, the passenger cars traveled the short distance from the foot of Plane 23 to Valley Junction on Gravity tracks. At Valley Junction they were moved onto the Valley Road, in which a third rail was installed for the movement of Gravity cars. The cars were then moved by a Gravity steam locomotive to Providence (later to Green Ridge and Vine Street). Returning to Carbondale, they were brought to the top of the mountain at Archbald and then sent down Level 27 to downtown Carbondale.

When the steam line between the foot of Plane No. 23 and Providence was opened the motive power at first consisted of two horses, driven tandem. After a month or so, the horses were replaced by a locomotive, the "Major Sykes (D&H No. 1, one of five Gravity steam locomotives; 0-4-0, built for use on Valley Road), the first locomotive built for the Delaware & Hudson company's use on the western side of the Moosic Mountain. By 1864, three cars per day (none on Sunday) made the trip down to Providence, transporting 5,000 passengers per month.

From an 1887 newspaper article, we learn that at Providence, "the cars were met by a stage and a bus. When the track was laid to Capouse, in Providence, two rival buses were on hand and they carried passengers to and from Scranton for twenty-five cents. When Bayard Taylor lectured in Scranton in 1860 he took this route to Carbondale. After the erection of the bridge at Providence, the East Market road was for years the western terminus of the road. April 17, 1860, the following railroad notice appeared: / 'The Carbondale and Providence passenger trains, until further notice, will run as follows: Leave Carbondale at 6:00 and 8:30 a.m. 2:00 p.m. returning leave Providence at 8:15 a.m. 11 a.m. 4:40 p.m. Omnibuses will be waiting for the conveyance of passengers to and from the trains upon the Del., Lack. and Western and Bloomsburg Railroads. / C. P. WURTS / Supt. D. & H. C. Co.' / Today [1887] six first class passenger trains run daily between Carbondale and Scranton, carrying at least five hundred passengers daily, while the old stage of forty years ago carried three or four passengers every other day. What a change!" (**TRAVEL IN THE EARLY DAYS.** / How the Means of Passenger Transportation Has Changed in the Last Forty Years—The 'String of Beans', *Carbondale Leader* of February 5, 1887, p. 4)

Let's take a look at some D&H passenger timetables for these Carbondale/Providence trains.

D&H Passenger Timetables, Carbondale and Providence, April 28, 1860—June 29, 1861*Carbondale Advance*, April 28, 1860, p. 4

Timetable effective April 20, 1860:

RAILROADS, &C.

RAIL-ROAD NOTICE.

THE CARBONDALE & PROVIDENCE PASSENGER TRAINS.

UNTIL FURTHER NOTICE, WILL BE RUN AS FOLLOWS:—

Leave CARBONDALE, at.....	6 00 A. M.
" " ".....	8 30 "
" " ".....	2 00 P. M.

RETURNING,

Leave PROVIDENCE at.....	8 15 A. M.
" " ".....	11 35 A. M.
" " ".....	4 40 P. M.

OMNIBUSES

Will be in waiting for the conveyance of Passengers to and from the Trains upon the Del. Lack. & Western and Lackawanna & Bloomsburg Railroads.

C. P. WURTS,
Supt. D. & H. C. Co.

OFFICE OF THE DEL. & HUD. C. Co., {
Carbondale, April 20, 1860. }

An omnibus, or urban coach, was waiting at Providence to convey passengers to and from DL&W and L&B trains.

Three trains a day, both ways

Soon after his arrival in Carbondale in 1843, Charles Pemberton Wurts was appointed assistant to James Archbald, the general superintendent of the D&H, serving in that capacity until James Archbald removed to Scranton in 1853, when C. P. Wurts assumed entire charge of the D&H's affairs.

Regular passenger service between Carbondale and Providence was in effect in April 1860:

"The Passenger Cars are again running regularly between this place [Carbondale] and Providence. These cars are a great convenience and promise to be one of the fixed institutions of this locality. We think the grade movement [i.e., gravity movement by means of inclined planes and levels] preferable to the locomotive for roads in hilly countries—less liable to accident, and less dangerous if accidents should occur. The speed on this road is over one-half the average of locomotive roads, which is fast enough for roads of its length, and for all practical purposes." (*Carbondale Advance*, April 21, 1860, p. 2)

In the summer of 1860, it was noted by the *Carbondale Advance*, that unparalleled growth was taking place in the upper Lackawanna Valley:

"The growth of the upper portion of the Lackawanna Valley is probably unparalleled in the State. Much as we knew it, it even surprised us while passing down on our trip to Wilkesbarre. Olyphant—about one year old—is a large, thriving, and still growing town—and similar villages are starting up at many other points." (*Carbondale Advance*, May 12, 1860, p. 2)

Travel up and down the Lackawanna and Wyoming valleys was now an easy and pleasant experience:

"The journey to Wilkesbarre [from Carbondale] formerly a fatiguing day's work, is now made easily and pleasantly in three hours via Del. & Hud. & Lack. & Bloomsburg Railroads including the omnibus drives, and all stoppages." (*Carbondale Advance*, May 12, 1860, p. 2)

In July 1860, see the timetable on the following page, there were two round trips to Providence daily from Carbondale, with omnibus service from Providence to Scranton, and comprehensive omnibus service in Carbondale.

The omnibuses at Providence could take passengers to downtown Scranton, where they could connect with DL&W and L&B trains.

An important service addition at this time is the addition of omnibus service at Carbondale, both to and from the station:

An omnibus will depart from the Harrison House for the train station for both departing trains to the south; an omnibus will meet both trains from the south "to convey passengers to any part of the city."

Carbondale Advance, July 28, 1860, p. 4: two passenger trains each way between Carbondale and Providence

Timetable effective July 21, 1860:

CHANGE OF TIME.



THE CARBONDALE & PROVIDENCE PASSENGER TRAINS.

ON AND AFTER MONDAY, JULY 16th, Trains will be run as follows:—

→ Leave CARBONDALE, at.....7 30 A. M.
“ “ “2 00 P. M.

RETURNING,

Leave PROVIDENCE at.....10 05 A. M.
“ “5 00 P. M.

O m n i b u s e s

Will be in waiting for the conveyance of Passengers between Providence and Scranton, at which latter point connections will be made with the trains upon the D. L. & W. and L. & B. Railroads for New York, Wilkesbarre and Great Bend.

→ An OMNIBUS will leave the Harrison House in Carbondale at 7.15 A. M. and at 1.45 P. M., for the Cars, and will be in waiting upon the arrival of the trains to convey passengers to any part of the City.

C. P. WURTS,

Supt. D. & H. C. Co.

OFFICE OF THE DEL. & HUD. C. Co.,
Carbondale, July 21, 1860.

In April 1860, there were three trains, each way, Carbondale / Providence. Here there are two.

Deluxe omnibus service in Carbondale, provided by the Durfee family: see Durfee excursus below.

Durfee Excursus

The Durfee family were key players in the transportation business in Carbondale for over 30 years in the second half of the nineteenth century. In April 1860, A. B. Durfee introduced an omnibus to and from the Gravity Depot, connecting with the passenger cars to Providence:

“New Omnibus. We have another gratifying improvement to chronicle in the new Omnibus obtained by our enterprising townsman, A. B. Durfee, to run to and from the [Gravity] Depot, connecting with the Passenger Cars [to Providence]. It is well built and elegant, ingress and egress easy, and we hope may always run well filled.” (*Carbondale Advance*, April 7, 1860, p. 2)

And then in 1864, another new Durfee omnibus was introduced:

"NEW OMNIBUS—A fine, new omnibus has just been received at Durfee’s Livery Establishment. It was made to order at Concord, N. H., and in the very best style. It is specially intended to accommodate the travel to and from the cars in fair weather, but will also serve a good purpose for Bands of Music, or large parties of any kind.” (*Carbondale Advance*, April 9, 1864, p. 2)

And in 1882, a coach and four was made available in Carbondale by A. B. Durfee:

“To Elk Hill. / Messrs. Wm. Blair, Homer G. Baker, D. N. Lathrop, Frank Burr, Robert Van Bergen, Charles Bowers, R. D. Stuart, and Misses Mary Strickland, Mary Wheeler, Hattie Hutchins, Grace McMillan, Mrs. Robert Van Bergen, Belle Bowers and Annie Bailey, made a pleasant party for Elk Hill on Tuesday. All were safely launched in Durfee’s large ‘buss, drawn by four splendid grays, and A. B. Durfee himself being conductor.” (*Carbondale Advance*, July 29, 1882, p. 3)

The 31st anniversary of A. B. Durfee's career in the livery business in Carbondale was celebrated in 1887:

“A. B. Durfee’s Anniversary. / To-morrow will be the 31st anniversary of A. B. Durfee’s career in the livery business. On the 4th of March, 1856, he bought out Francis Perkins who was then conducting the business at the same stand, and the first horse he ‘let’ was to William Ball and Perry Farrar, two of Carbondale’s pioneers who are both now dead. At that time the stock consisted of seven horses and as many ‘rigs,’ but a prosperous career has necessitated additions from time to time until now it is one of the largest and most complete establishments in the valley, with about twenty horses and thirty vehicles of different kinds. In 1861 he began the running of his ‘bus’ line and has also since that time continuously carried the mails. ‘Tom,’ who

was taken into partnership in 1871 (changing the name to A. B. Durfee & Bro.) has held the position of conductor on the busses ever since their first trips and has lost but few since that time. The Durfees certainly deserve congratulations on their success.” (*Carbondale Leader*, March 3, 1887, p. 4)

In June 1887, the Durfees retired from the livery business, after a long and distinguished career in Carbondale:

THE BUSSES TO BE WITHDRAWN. / Durfee Bros. Announce Their Intention to Discontinue Their Service. / Durfee Brothers have sold their handsome big omnibus to the Vortman House at McCainsville, N. J., and it was shipped to its new owners yesterday. The vehicle was said to be the finest of its kind in this part of the state, having cost over \$700. It was the intention of the Durfees some months ago to sell the ‘bus and purchase a smaller one, the abolishing of the transfer between trains on the D. & H. having taken away much of the business and rendering the large carriage unwieldy and too large for the patronage. The purchase of another ‘bus is now not probable as the firm contemplate soon taking off all their wagons except, perhaps, the baggage wagons. The remaining ‘bus in their possession will be run for a time, but since the new arrangement in trains the business has hardly been large enough to make it a paying one, and it is only a matter of a short time before this will be discontinued, they say. The prospects of an electric railway from the station do not make the outlook any too bright and as all the railroad passenger arrivals are made at one union station with no present prospects of any other, there is nothing to look forward to. / During their career in the business the Durfees have given the people an excellent and invaluable service and when they discontinue their passenger carrying they can look back on it with a justifiable pride.” (*Carbondale Leader*, June 25, 1887, p. 4)

End of Durfee Excursus

Very early in the passenger business in the Lackawanna and Wyoming valleys, the D&H—and other railroads—focused on attracting passengers by offering excursion trains for special events, such as the State Fair at Wyoming:

“Excursion Trains will be run upon the Railroads in the Valley next week, to accommodate people that wish to attend the [State] Fair [commencing on Tuesday, to continue four days] at Wyoming.” (*Carbondale Advance*, September 22, 1860, p. 3)

In February 1861, there were two trains each way daily, between Carbondale and Providence.

Carbondale Advance, February 23, 1861, p. 3

Timetable effective January 9, 1861:

D. & H. C. Co.'s R. R.

**Carbondale and Providence Passenger
Trains.**

OFFICE OF THE DEL. & HUDSON CANAL CO., }
Carbondale, Pa., January 9th, 1861. }

UNTIL FURTHER NOTICE, the Trains on the
Del. & Hud. Rail Road will run as follows :

Leave Carbondale for Providence and Scranton at..... 7.45 A. M.
And at..... 2.30 P. M.
Leave Scranton for Carbondale at... 9.47 A. M.
And at 4.25 P. M.

C. P. WURTS, Sup^y

In June 1861, there were changes in arrival and departure times, but there were still two trains each way, daily, Carbondale to Providence:

Carbondale Advance, June 29, 1861, p. 3

Timetable effective June 13, 1861:

CHANGE OF TIME.



THE CARBONDALE & PROVIDENCE PASSENGER TRAINS.

ON AND AFTER THURSDAY, JUNE 13, Trains will be run as follows:—

Leave CARBONDALE, at.....7 15 A. M.
 " ".....1 30 P. M.

RETURNING,

Leave PROVIDENCE at.....9 55 A. M.
 " ".....4 15 P. M.

O m n i b u s e s.

Will be in waiting for the conveyance of Passengers between Providence and Scranton, at which latter point connections will be made with the trains upon the D. L. & W. and L. & B. Railroads for New York, Wilkesbarre and Great Bend.

→ An OMNIBUS will leave the Harrison House in Carbondale at 7.00 A. M. and at 1.00 P. M., for the Cars, and will be in waiting upon the arrival of the trains to convey passengers to any part of the City.

C. P. WURTS,

Supt. D. & H. C. Co.

OFFICE OF THE DEL. & HUD. C. Co.,
 Carbondale, June 10, 1861.

The Harrison House is shown on the post card view of North Main Street, Carbondale, given below .

The Harrison House is the brick building shown in the center of the post card given below; post card in the collection of the Carbondale Historical Society.



NORTH MAIN STREET, CARBONDALE, PA.

1238

Promoting Passenger Travel in the Lackawanna Valley

To promote travel up and down the Lackawanna Valley. C. P. Wurts orchestrated an amazing demonstration in December 1861. He arranged to have a Gravity-gauge steam locomotive at the head of the passenger train on its trip into Carbondale from Archbald. About a thousand people lined the track from the Lookout to the Gravity depot to witness this amazing sight. Here is the account of this remarkable event that was published in the *Carbondale Advance* of December 14, 1861:

"Distinguished Visitor. / New Era. / Yes, reader! An Iron Horse has actually run into our City, puffing and snorting, and stopped at about the same spot where the first settlers stopped, near the site of the old Log Tavern. / An inkling was had that it would come on Monday last, but our people supposing it would bring the noon passenger train, missed the sight, and consequently failed to give the stranger a public reception. / As it was however, a crowd of about a thousand, lined the track from the lookout to the depot, and made all ring again with their cheers. / It was an experimental trip and entirely successful under the careful management of Engineer Cool. We noticed C. P. Wurts, esq. the master machinist, and other employees on the Valley line, on the Engine, showing the travelling community thereby, that no passengers should be sent over the road, until it had been tested properly and they have a confidence in the strength of the various pieces for tessel [of trestle] work on the line." (*Carbondale Advance*, December 14, 1861, p. 2)

A thousand people lined the track from the Lookout to the Gravity depot! What an amazing sight that must have been. What is the track that they lined? It was the final segment of the level from the top of the hill at Archbald (Level No. 27) to downtown Carbondale. The track descended the mountain from Archbald, passing through the Bushwick section of Carbondale Township to the Lookout. The track then crossed the Lackawanna River and swung North, to the west of the river, to downtown Carbondale.

Given below is a detail of the 1895 Gravity Railroad map volume that shows the Lookout Junction section as well as Level 27 as it crosses the Lackawanna River and enters downtown Carbondale. Much of Level No. 27 between Lookout Junction and downtown Carbondale was on a trestle.

Lookout Junction, as shown in 1895 Gravity Railroad map volume:

Much of Level No. 27 on the west of the Lackawanna River in Carbondale was on a trestle.

Level No. 27,
loaded track

Connection between Level
No. 27 and the Valley
Road.

The trestle work on the bridge over the Lackawanna River in Carbondale, as well as that, by extension, on three other bridges on the Gravity line "down the valley" (the bridges on Planes 21 and 22, the bridge on the short track between the foot of Plane No. 23 and Valley Junction) was being proven safe in this demonstration by C. P. Wurts for a skeptical public.

What was the "iron horse" that pulled these cars into Carbondale? We may never know which of the Gravity-gauge steam locomotives it was that day. It is, to be sure, less important to know which engine it was than to know that the work was successfully accomplished.

This steam locomotive that came into Carbondale might well have been one of the Gravity-gauge locomotives that proved to be not powerful enough for work at Plane 23, and was being sent to Honesdale for work at the canal basin. The *Honesdale*, for example, was built in 1861 and was found to be too small for work at Olyphant and was kept there only a short period of time, and then sent to Honesdale. The engine that came to Carbondale in December 1861 might well have been the *Honesdale* on its way to Honesdale.

Or the engine that came to Carbondale might well have been the *Major Sykes*, because the engineer at the controls when the first "iron horse" came to Carbondale in December 1861 was Engineer Cool, who had a direct connection with the Major Sykes, being the first engineer to run that engine.

Let's take a closer look at the Major Sykes and the history of the engine:

The Major Sykes was used to move Gravity cars between the foot of Plane No. 23 and Providence. From an undated clipping, probably from the 1890's from the *Carbondale Leader*, titled "The Delaware & Hudson Railroad," we learn some interesting facts about the Major Sykes. Here is the complete text of that highly informative article:

"THE DELAWARE & HUDSON RAILROAD, / It Employs 1,200 Men in Carbondale and Disburses over \$300,000 Annually./ The locomotive railroad, of the Delaware & Hudson Canal company, might be said to have had its beginning in February, 1860, when passenger cars were hauled between Olyphant—the terminus of the Gravity road—and Providence, a distance of a little more than three miles. The motive power at first consisted of two horses, driven tandem. After a month or so, the horses were replaced by a locomotive, and the "Major Sykes [D&H No. 1, one of five Gravity steam locomotives; 0-4-0, built for use on Valley Road]," the first locomotive built for the Delaware & Hudson company's use on this side of the mountain, performed the work. / This engine was built at the Dickson Manufacturing company's works, Scranton, Pa., in 1860 [No, it was built by W. Cook & Co., Scranton, 1860], to haul coal from Van Storch and Richmond breakers—the only ones then in operation—to the foot of plane 23 Olyphant; Henry Cool, who now runs a locomotive on the New York Central, was the first engineer to work her. . . "

In 1876, the Major Sykes was in an accident which almost terminated in the death of two men:

"Last Saturday, as the D. & H. engine Major Sykes was backing slowly down past the Coal Pockets, an accident occurred which almost terminated in the death of two men. The wind was blowing very stiff and lifted one of the swinging chutes from its grappling, so that it fell in such a

shape as to catch the cab of the locomotive, and in an instant the woodwork was badly smashed. The fireman, whose name is Cawley, was injured, and the engineer, James Gallagher, was just permitted to escape with a bad scare. Had the engine been running faster it would have been the cause of death to the three men who at that time were on the engine.” (Carbondale Advance, April 1, 1876, p. 3)]

A detailed history of the Major Sykes was published in the *Carbondale Leader* in 1897:

”MAJOR SYKES. / Some Interesting Facts Concerning Carbondale’s Oldest Locomotive of Note. / The Carbondale correspondent of the Sunday News yesterday had the following biographical sketch of a familiar yard locomotive of this city which contains some interesting data: / ‘An occasional glimpse of the ‘Major Sykes’ cheers the heart of the older railroad men of the city of Carbondale, who ran trains in days when railroading was railroading. The ‘Major Sykes’ is one of the oldest engines in possession of the Delaware & Hudson road, and is venerated next to the ‘Stourbridge Lion’ by railroaders generally. / ‘Major Sykes,’ which is used now only on occasions of emergency, is the oldest engine in active service on the Delaware and Hudson road. It was purchased of the Union Railroad company way back in the ‘60’s and was used at Plymouth [The Major Sykes collided with D&H engine No. 11 in 1871 and was wrecked. It was re-built in 1872 to 0-6-0]. It was first brought to Carbondale in 1872, and was placed in charge of engineer Starkweather, who was considered the most capable on the Delaware and Hudson road. Starkweather ran the engine successfully for several years. Finally, one morning, word was received that a new double trucker had been completed for the Erie road, down at the Dickson works in Scranton. There was no one in the employ of the road that was considered so competent in handling new locomotives as Starkweather. He was commissioned to take the trip to Scranton and steer the new iron horse to Carbondale. The only thing that made the prospects of the trip unpleasant was the fact that the engineer would be obliged to be separated for a day from the little engine to which he had become so warmly attached. / ‘Good bye, old boy,’ said he on the morning of the departure for Scranton. ‘Wait for me on the siding.’ / Starkweather, accompanied by a trusty fireman, went to Scranton and in a few hours after their arrival were steaming towards home in the cab of a new locomotive. As they neared Olyphant, Starkweather suddenly leaned against the cab window and a deathly pallor spread over his face as his hand loosened its grip on the throttle. The fireman noticed his illness at once and placed one arm around the sick man while with the other he grasped the guiding rein of the iron horse and spurred it to greater efforts. The track was clear and the engine fairly flew as the fireman opened the valve in his desire to reach medical aid for his associate as soon as possible. But all in vain. As the giant locomotive thundered through Mayfield, the dying engineer ceased to breathe. The ‘Major Sykes’ waited on the siding as the big locomotive steamed into Carbondale, but the happy engineer of the morning knew it not. The hand that had guided the little engine up and down the valley on many a bright morning in days of yore was cold as death. / After the death of Starkweather the ‘Major Sykes’ was placed in charge of Bill Blake, who pulled the throttle for five years. E. Williams acted as fireman and Bill Geary was conductor. Blake relinquished the machine in 1881 to take charge of No. 23 on the mainline. Levi Slocum then ran the engine three

years and was succeeded by Oscar Histed. In 1887, Histed was transferred to a passenger engine. Anse Bailey and W. Williams followed in order on the 'Major Sykes,' which was made a switch engine in the yards. The old engine has recently been retired [09-01-1889] and is now used only on occasions of emergency when an engine is required to rescue stranded trains on the gravity road. The 'Major Sykes' is one of the objects of interest along the Delaware and Hudson railroad, and visitors to Honesdale and other points of note on the line of the Delaware and Hudson never feel that a trip is complete unless they have had a view of the famous 'Major Sykes.' / In addition to the foregoing who have handled the throttle of the veteran iron steed, they may be mentioned Boddy Campbell, who guided it for a long time after returning from the war, where he had made a brilliant military record. He was succeeded by Alex Copeland, who is now recognized as one of the most competent passenger engineers in the United States. James Gallalghy, also bears the distinction of being one of the 'Major's' proud and competent directors. It is said that the height of the late John Tracy's ambition was to become the engineer of this famous but not [perhaps "now"] superannuated drawer of coal, freight cars and cabooses." (*Carbondale Leader*, December 13, 1897)]

In 1884, the Major Sykes saved the day for passenger service on the Gravity Railroad when No. 8 plane was temporarily out of service because the boilers there had played out:

"No. 8 was a busy place last week, the old boilers having played out. A large force of men were at work putting in new ones. The passenger trains were pulled from No. 5 to No. 20 with the Major Sykes, O. Histed engineer, and Morris Bunnell fireman. No. 8 was doing quite well yesterday with four boilers, four more are to be put in as soon as possible." (*Carbondale Leader*, December 30, 1884, p. 1)

The Major Sykes was the first engine on the "Steam Road" that Robert Copeland worked on after he stopped working for the Gravity in 1878. In the biographical portrait of Robert D. Copeland in the January 1, 1933 issue of *The Delaware and Hudson Railroad Bulletin* (pp. 3, 11) we read the following:

"From the time, July 17, 1873, when he started carrying water for his father, then foreman of the Gravity road, until his retirement on February 1, 1932, MR. COPELAND'S life has been replete with thrills similar to the incident described above [collision between Olyphant and Providence] but he has come through it all without a mark on either himself or his record. / After carrying water to sectionmen, young ROBERT became a sort of handyman on the Gravity, acting as headman, footman, brakeman, and even as rodman for Sheldon Norton, the chief surveyor. / In 1878 MR. COPELAND left the Gravity for the 'Steam Road,' his first assignment being as brakeman on Major Sykes, Locomotive No. 1 at Carbondale. Illustrative of railroad development in the past 50 years, he remarks that the 'Major' could haul only 18 of the 5-ton Gravity cars at a time, whereas one of the 1600-class Mallets would have been able to walk away with the entire

rolling stock of about 4,800 cars, owned by the Gravity—if they had held together! . . . Another locomotive, the “C. P. Wurts,” [D&H Engine No. 2, Gravity gauge, built in 1860 for use on the Valley Road, 4-4-0, built by W. Cooke & Co., and sold to the Dickson Manufacturing Works in 1874] was now built for passenger service, though she too hauled coal to the foot of No. 23 when necessary. The next engine completed was the “Terrapin,” [D&H Engine No. 3, 0-4-0, built in 1861 by W. Cooke & Co., retired 1899] changed to “Col. Ellsworth,” soon after that brave officers [sic] assassination in Alexandria, VA. She was next called the “Fire Plume,” and is now doing duty on the company’s docks in Honesdale under the name “Honesdale.” She was too small for the work at Olyphant, and was kept there only a short time. The “Lackawanna” [D&H Engine No. 4 and Dickson No. 1, 0-6-0, built 1862, scrapped 1899] was next built for use between Olyphant and the mines. She also was sent to Honesdale, and is still here. All of the engines built prior to the extension of the line to Vine street, Scranton, in 1863, were transported from the Dickson works to Providence on heavy wagons, drawn by horses and mules."

Where did the engine in C. P. Wurts' demonstration come from? How did it get onto Level 27 for this experimental run in December 1861? It would be another ten years before the Valley Road between Scranton and Carbondale was opened, so the engine did not come "up the line" on the Valley Road. And it seems highly unlikely that the engine was sent north through the planes and levels from Olyphant to Level No. 27. What must have taken place is this: the engine must have been loaded onto a wagon and transported from the Providence/Valley Junction area to be the beginning of Level No. 27 above Archbald.

We do know that all of the engines built at the Dickson Works in Scranton were, before the opening in 1863 of the D&H line to Vine Street, transported from the Dickson works to Providence on heavy wagons, drawn by horses and mules. As such, it would not have been a significant problem to transport a Gravity-gauge engine from either the Dickson Works or from Providence to Carbondale (or near to Carbondale) for this promotional event.

And why the iron horse? The passenger car that was pulled into downtown Carbondale on that December day in 1861 by a Gravity-gauge steam locomotive would have coasted all the way down Level 27 and into downtown Carbondale under the force of gravity, as did the many thousands of empty D&H coal cars and a great many D&H passenger cars in the two-year period that Level 27 had been operational. Why did C. P. Wurts have that passenger car pulled by a steam locomotive? Three reasons: (1) to demonstrate for one and all that the trestles on the D&H line into downtown Carbondale, and the road in general, were safe, (2) to showcase for potential D&H passengers the latest rail technology, steam locomotives, then in service on the D&H, and (3) to promote passenger service in general on the D&H line between Carbondale and Providence.

In the July 19, 1862 issue of the *Carbondale Advance*, p. 2, under “**COMMUNICATIONS,**” to Mr. Benedict, “D” describes his trip from Carbondale to Providence by rail, and then to the DL&W depot by urban coach/omnibus, and then a train ride north over the DL&W. In the second paragraph of that communication, “D” mentions Messrs. Decker and Garland as key players in the establishment of the rail connection between Carbondale and Providence. Here are the first three paragraphs of that very interesting “Communication”:

“MR. BENEDICT:--I am well aware that to note down a history of one’s journey is no easy task to make it interesting or instructive. / The City of Carbondale has ever been noted for its abundance of coal and pretty children; and no one ought to leave that far-famed city without feeling that they owe a debt of gratitude to our enterprising citizens Messrs. Decker [the first D&H passenger conductor; see article at the bottom of this page] and Garland, for their enterprise and perseverance in establishing a Railway communication between Carbondale and Providence, thus affording a comfortable and speedy connection with the Del., L. & W. R. R. / Taking our seat in one of their very comfortable cars, we were hurried along at a speed of some 2 minutes [sic]. Cool and comfortable, nothing worthy of remark occurred, until, when near Chittenden’s works, we saw a Biddy making for the cars in great haste. All eyes were turned to see what could be the matter, when near the track stood a couple looking as though they were just married or just going to be. The breaks were put on, and the cars brought to a stand still. The happy couple were soon on board, and on rushed Biddy. As she neared the track, off slid her shawl, but never mind, on she rushed to the cars, and such another kiss none other than a true Hibernian Biddy could give. She then turned away and walked back, and as the train moved on she seemed to say, ‘Go on with your wrangling old steam Engine, there is no passengers on board that’s left behind!’ / We soon found ourselves seated in that comfortable conveyance of which A. Kenner is proprietor [the stage coach from the Providence depot to the DL&W station], and safely landed on the platform where it seems as if all the people of Scranton meet twice a day, or nearly so. Taking our seat in the very commodious cars of the D. L. & W. we were soon hurrying our way up a grade of some 80 feet to the mile, lined on every side by Coal Works, Laborers, Mules and Cars. Here we could but admire the skill of the engineer who had so skillfully marked out the pathway for the iron horse. Passing through what was formerly called Legget’s Gap. . .” (*Carbondale Advance*, July 19, 1862, p. 2)]

The Vine Street Branch of the D&H

In 1863, the D&H rail line was extended south from Providence to Green Ridge and to Vine Street in downtown Scranton. Gravity- and standard-gauge tracks, all the way, from Providence to Vine Street.

About this extension, we read in the 1890s Summary:

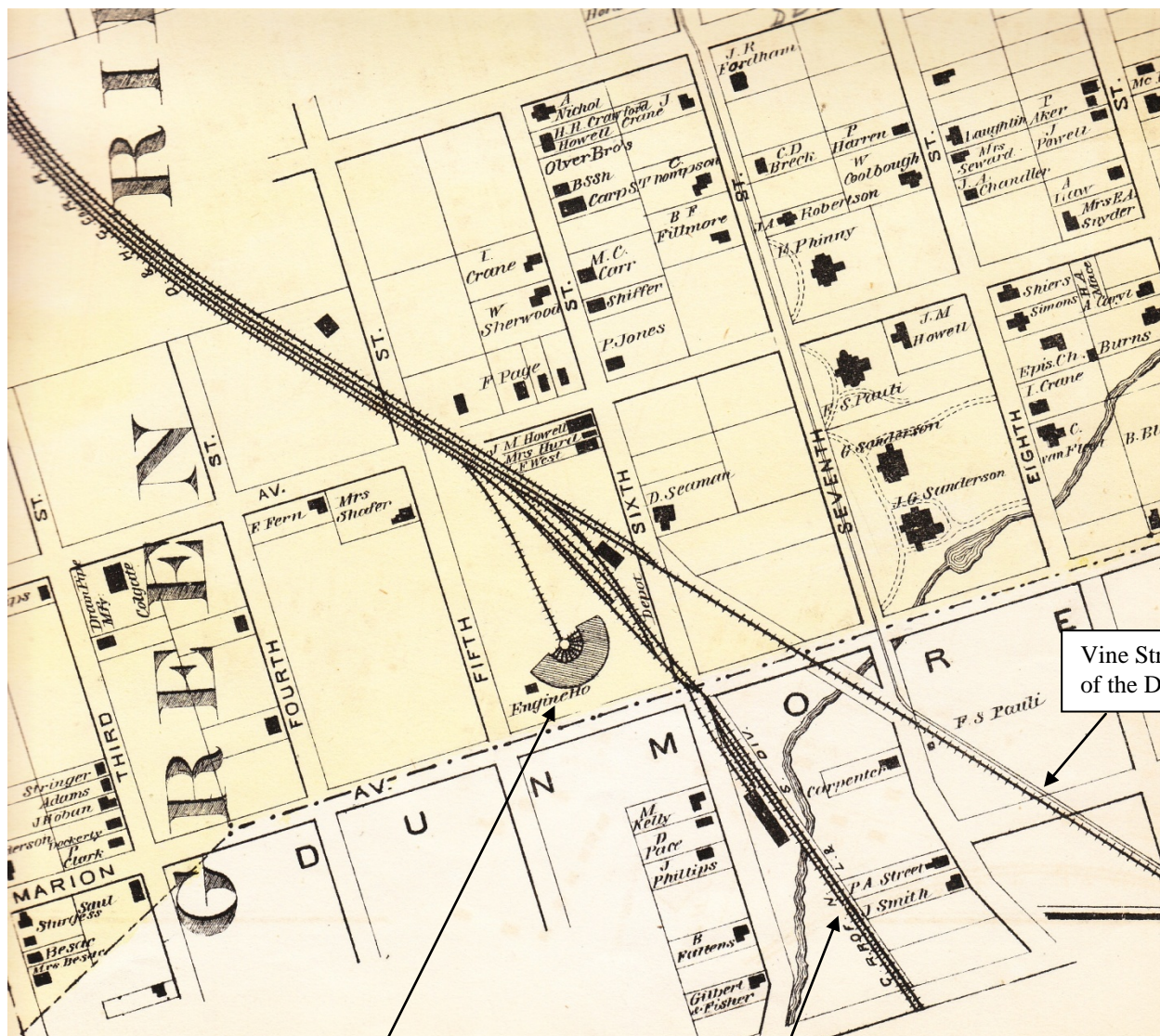
"Up to the year 1863, the mode of communication between the Providence end of the line and Scranton, was by bus. In that year, the line was built to Vine street, Scranton; and Carbondale and Scranton were then connected by railroad—cars running to the foot of 23 Olyphant, by Gravity, thence to Scranton by locomotive."

The following notice was about the opening of the Vine Street branch was published in the *Carbondale Advance* of November 14, 1863:

"The passenger trains on the Del. & Hud. Canal Co.'s Railroad now run thro' to the Scranton Railroad [DL&W], in the rear of the Dickson Manufacturing Co.'s Machine Shops. This is at the foot of Franklin Avenue, and about one half mile by the side walk, from the [DL&W] railroad depot. / The Passenger Cars are a great convenience and benefit to our [Carbondale] town, and the fact we know is generally appreciated.—Very few of our people, however, know how fully we are indebted for this blessing to C. P. WURTS, Esq., the Railroad Superintendent." (*Carbondale Advance*, November 14, 1863, p. 2).

Beginning of Vine Street branch at Green Ridge:

Here is a detail of the Green Ridge area from the 1873 D. G. Beers *Maps of Providence and the City of Scranton*. The D&H Green Ridge yard area, shown on the map detail below, is bounded on the north by Green Ridge Avenue, on the south the Marion Avenue, on the west by Von Storch Avenue, on the east by Dickson Avenue.

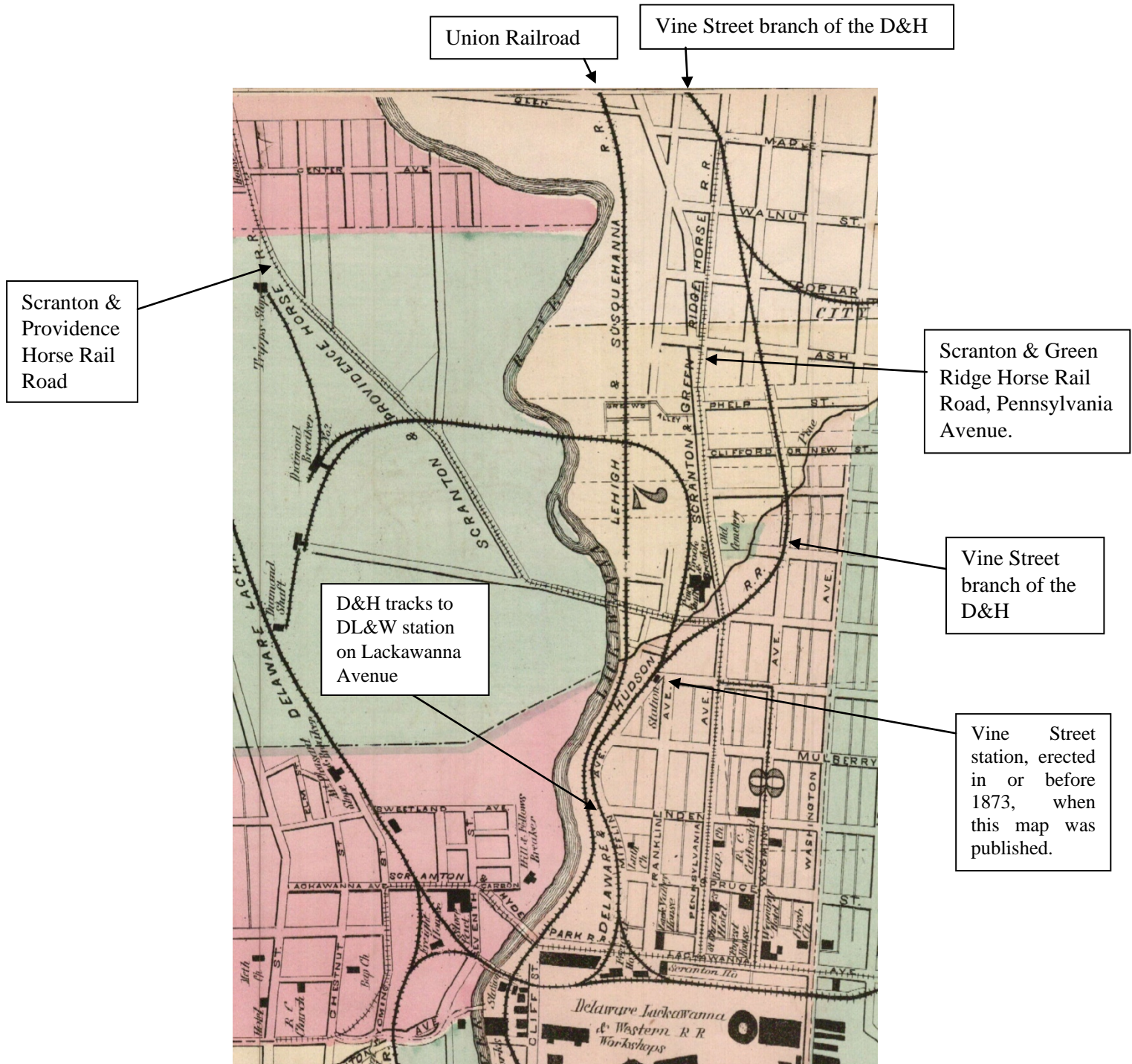


Vine Street branch
of the D&H

"In 1867, a round-house of twelve stalls, together with an iron turntable, was built at Green Ridge. Two of these stalls were fitted up for a locomotive repair shop and the company's engines were repaired there until 1876, when the increasing number of locomotives made it imperative that a larger shop, with improved machinery, be erected, and a locomotive shop (which has since been considerably enlarged) was built near the Carbondale upper roundhouse in that year." Valley Road summary

Rail line to Wilkes-Barre,
constructed in 1866-1867 by the
Union Railroad Company.

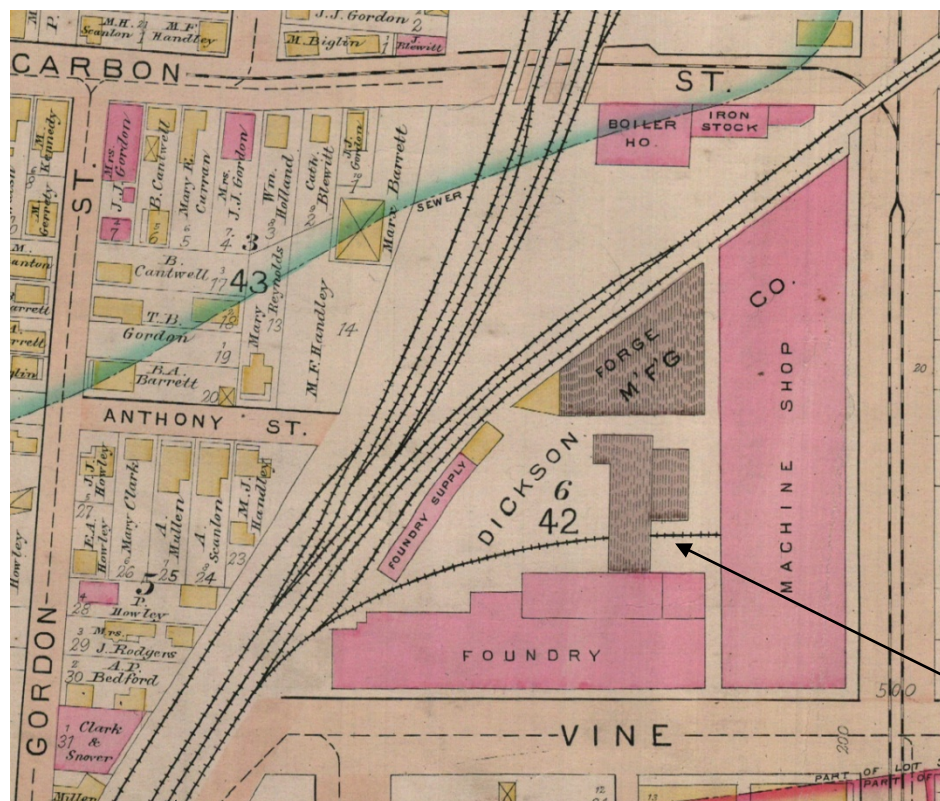
Shown below is a major portion on the Vine Street branch, as it heads south through Scranton to Vine Street. This map detail is from *Atlas of Luzerne County Pennsylvania From Actual Surveys by and under the direction of D. G. Beers*. Published by A. Pomeroy & Co, Philadelphia, 1873. Map in the collection of the Lackawanna Historical Society.



With the extension of the D&H standard-gauge line to Vine Street in 1863, the tracks of the D&H were then connected, on a trestle over the intersection of Olive Street and Penn Avenue, directly to the Dickson Manufacturing Company, which made it possible to drive new engines directly out of the Dickson works onto the D&H's Vine Street extension/branch.

Before the Vine Street extension was built, all of the Gravity-gauge engines built at the Dickson Works in Scranton were transported from the Dickson works to Providence on heavy wagons, drawn by horses and mules, and there put on D&H tracks.

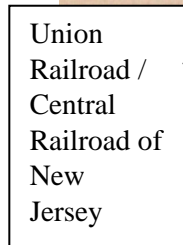
Detail of *City of Scranton and Borough of Dunmore, Pennsylvania*, 1898, showing the track from the Dickson Manufacturing Co. to the Vine Street branch of the D&H:



D&H tracks at Vine Street

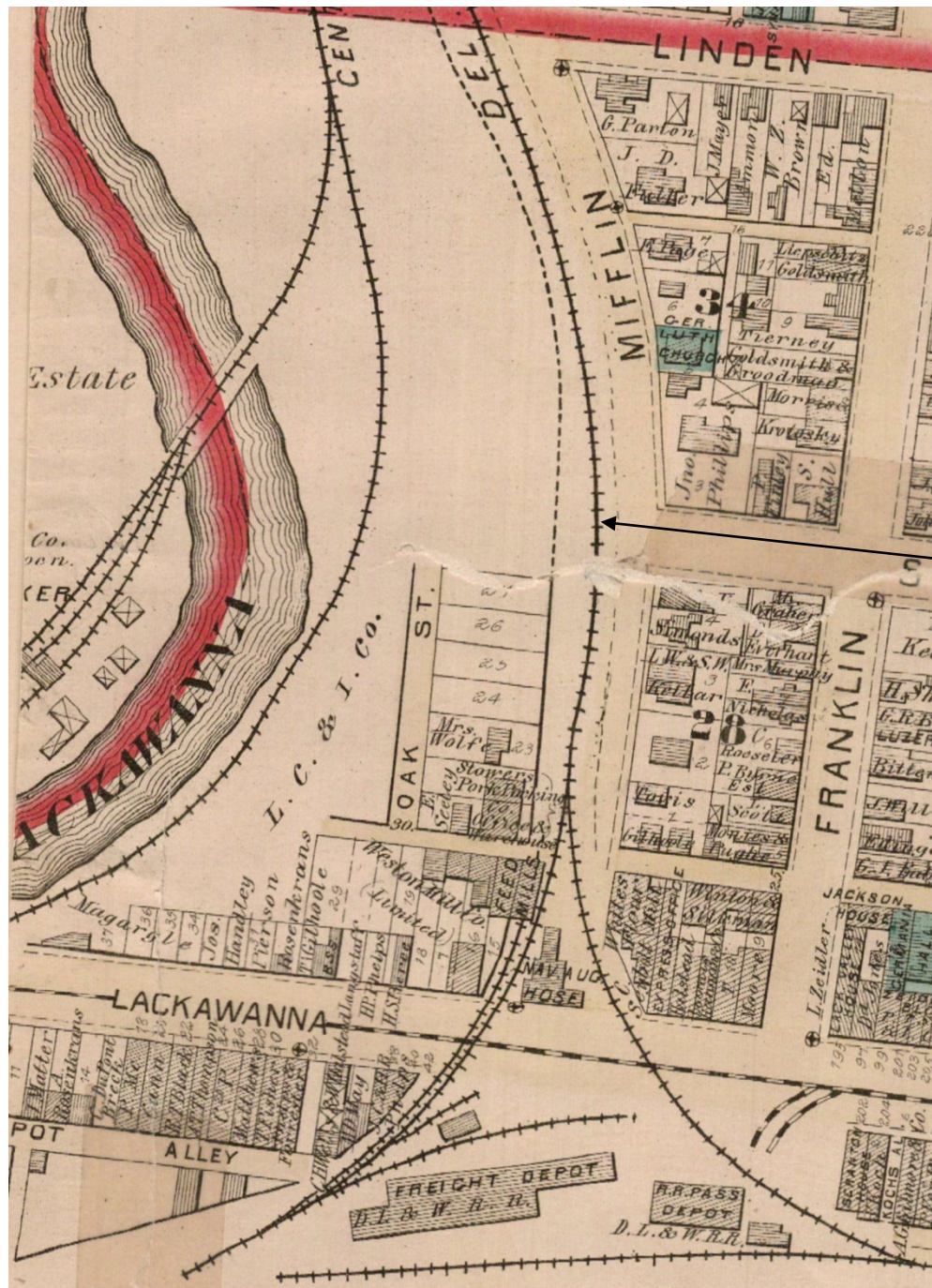
By means of this track, engines could be moved from the Dickson Manufacturing Co. directly onto the tracks of the D&H.

D&H Vine Street station, built before 1873	"Del & Hudson Canal Co. offices"
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Detail from *City Atlas of the City of Scranton Pennsylvania*. G. M. Hopkins, Philadelphia, 1877, showing the final section of the D&H tracks extending from Vine Street to the DL&W depot on Lackawanna Avenue. Map in the collection of the Lackawanna Historical Society.



D&H tracks
from Vine
Street to
DL&W depot
on Lackawanna
Avenue

D&H Passenger Timetables, 1863-1871

Given this extension of D&H tracks south of Providence to Vine Street in 1863, it will be interesting to examine some passenger timetables for the Gravity Railroad /Valley Road for the period from 1863 (when the Vine Street branch was installed) up to 1871 (when the Valley Road from Carbondale to Scranton was completed and opened).

We will look at seven D&H passenger timetables in effect for the period January 11, 1864—August 10, 1871:

Effective from:

1. January 11, 1864
2. January 18, 1865
3. May 29, 1865
4. November 11, 1867
5. May 11, 1868
6. July 17, 1871
7. August 10, 1871

Timetable No. 1, takes effect January 11, 1864

In January 1864, with Rollin Manville as D&H Superintendent, the D&H scheduled one freight train and two passenger trains on the D&H Gravity line between Carbondale and Scranton (and between Scranton and Carbondale), with the trains proceeding from Carbondale to Olyphant and return by means of the Gravity system, and from Olyphant to Scranton and return via the nascent D&H steam line (in which a third rail for Gravity cars was installed). These D&H passenger cars and freight cars were Gravity gauge and were moved from the foot of Plane No. 23 to Scranton and return by Gravity-gauge steam locomotives. At the foot of Plane No. 23, they were inserted into the Gravity railroad's inclined planes and levels and taken North.

Carbondale Advance, March 26, 1864, p. 1: two passenger and one freight train each way between Carbondale and Scranton:

Timetable effective January 11, 1864:

DEL. & HUD. R. R. TIME TABLE.

TAKES EFFECT JANUARY 11, 1864.

TRAINS MOVING SOUTH.			TRAINS MOVING NORTH.		
A. M.	A. M.	P. M.	A. M.	P. M.	P. M.
FRT.	PASS.	PASS.	PASS.	FRT.	PASS.
7 30	8 25	2 20	CARBONDALE,	11 40	2 30
7 55	8 35	2 40	Archbald,	11 10	2 00
			Peckville,		
9 15	9 15	3 10	Olyphant,	10 46	1 35
9 22	9 22	3 15	Dickson,	10 41	1 26
9 30	9 30	3 21	Providence,	10 35	1 20
9 36	9 36	3 26	SCRANTON,	10 30	1 00
			R. MANVILLE, Supt.		
			Carbondale, Jan. 11, 1864.		

"Scranton" here means the Vine Street (station there not yet built).

The "Dickson" stop on the west side of the Lackawanna River was formerly known as "Valley Junction."

Typo in the timetable. It should read "1864"

Rollin Manville is named Superintendent of the Delaware and Hudson Canal Company:

Rollin Manville, who had been in the service of the company at Honesdale, as assistant superintendent, moved his headquarters to Carbondale on January 1st, 1864, and took sole charge of the operations of the company's railroad department in Pennsylvania, with the title of superintendent."

The end of the year 1864: things somewhat quiet:

"Except the two daily Passenger Trains and the regular and occasional Freight Trains, there is no business now doing upon our Railroad. / As before stated, there is a difficulty in adjusting the

It is interesting to think about the D&H and about these innovations in transportation in the Lackawanna Valley against the backdrop of American history at the time. The Valley Road was taking shape in the Lackawanna Valley at the same time that the American Civil War was taking place. On April 9, 1865, General Lee surrendered at Appomattox Court House. See the article titled **“UNION ! VICTORY!”** in the *Carbondale Advance* of April 15, 1865, p. 2.

It is equally interesting to know that the D&H participated in the victory celebrations that took place in Carbondale when the Civil War came to an end. The announcement of the Union victory in the Civil War and the description of the victory ceremonies in Carbondale are given in the same issue and on the same page of the *Carbondale Advance*:

“THE VICTORIES. / Demonstrations of Joy in Carbondale. / According to previous arrangement, at three o’clock Tuesday afternoon, the Bells of all the Protestant churches in Carbondale were rung, and the whistles of the Del. & Hudson Canal Co. Engines were blown, [emphasis added] and 200 Guns were fired. The fantastics in motley garbs paraded the streets, etc. / In the early part of the evening a crowd of people assembled in front of the M. E. Church, where a Platform had been erected for the occasion, during the afternoon. At seven o’clock the meeting was organized by electing Mr. Henry B. Jadwin, Jr. Chairman, and H. P. Hathaway, Secretary. The Soldiers that have been stationed here during the winter were present, and their bayonets glistened in the bright lamplight, presenting a most imposing aspect. The Wyoming Annual Conference being in session in this City, an invitation was extended to that venerable body to furnish Speakers for the occasion, several kindly volunteered. The chairman called the meeting to order, by stating briefly the worthy object for which we were convened there, and introduced to the audience the Rev. G. M. Peck, former Pastor of the M. E. Congregation in this City. The speaker congratulated his hearers upon the happy occasion on which he was permitted to greet them again, alluding briefly to the great change in the prospects of the people of this country within a very short time, and the unmistakable signs of approaching peace. ‘It is befitting,’ he said, ‘that we should give thanks to God, who is bringing to so successful an issue the cause, in defense of which, the blood and treasure of the Nation had been poured out like water.’ He was followed by the Rev. Mr. Keys, the Rev. J. K. Peck, the Rev. Mr. Hillier, and the Rev. Mr. Wheeler. It would be superfluous for me to speak of the merits of the extempore efforts of these Rev. gentlemen, but suffice it to say that I never witnessed a more attentive audience for so long a time. / During the intervals of speaking we were entertained by the firing of rockets, and the discharge of Cannon on the Public Square. / After the speaking, the chairman called for three cheers for Abraham Lincoln, Gen. Grant, Gen. Sherman, Little Phil. Sheridan, and the Soldiers and Sailors of the American Union. / All then united in singing ‘Union Forever’ and the ‘Star Spangled Banner’ and then dispersed. Many of the principal residences were brilliantly illuminated. / Much credit is due to Mr. Henry B. Jadwin, for his efforts in collecting money with which to purchase fire-works, etc., for the able manner in which he conducted the exercises of the evening. / H. P. Hathaway, Sec.” (*Carbondale Advance*, April 15, 1865, p. 2)

Back to the D&H:

Business was good in 1864:

“Passenger Business. / The Del. & Hud. C. Co. have carried 30,802 passengers upon their road between Carbondale and Scranton the past year. / The total receipts from passengers was \$21,261.13. / This is a large increase over the business of previous years. / The total amount of coal carried was 924,411 tons.” (*Carbondale Advance*, March 4, 1865, p. 2)

Business exceeded expectations:

“Railroad Travel. / The travel upon the Railroad between this point and Scranton, is even greater than would be inferred from the statement we published last week. / We copied, what was then published, from the State Report on railroads, but it was incomplete, the report having been made only to Nov. 1st. / The whole number of passengers carried during the year ending Dec. 31st, including way and through passengers, we are informed, was 53,497—and the total receipts for passengers \$22,918. / This amount of business is far beyond the anticipations of the most sanguine, and there is still a steady increase.” (*Carbondale Advance*, March 11, 1865, p. 2)

The D&H Canal will open on April 17, 1865:

“THE CANAL.—The Del. & Hud. Canal Co. are busily engaged cleaning out their Canal, and repairing their works preparatory to the opening of the season’s navigation. Water will positively be let into the Canal on the 17th inst. Apparently very nearly the usual amount of coal has been deposited on the dumping grounds here, since the cars commenced running, that is usually brought over during the winter. The Pockets are as full as they are generally at this season of the year. Boatmen are to be allowed \$1.20 per ton for freighting coal to Rondout, with, we believe some increase of demurrage for delays on the river.—*Honesdale Herald.*” (*Carbondale Advance*, April 8, 1865, p. 2)

Timetable No. 3, takes effect May 29, 1865

In June, 1865, there were two passenger trains and one freight train each way between Carbondale and Scranton. The afternoon passenger train from Scranton now departed from Scranton at 4:40 P.M., which is 20 minutes later than in March 1865. "Scranton" here means "Vine Street."

Carbondale Advance, June 3, 1865

Timetable takes effect May 29, 865:

DEL. & HUD. R. R. TIME TABLE.									
TAKES EFFECT MAY 29, 1865.									
TRAINS MOVING SOUTH.					TRAINS MOVING NORTH.				
P. M.	A. M.	P. M.			A. M.	A. M.	P. M.		
FRT.	PASS.	PASS.			PASS.	FRT.	PASS.		
8 00	8 15	2 30	CARBONDALE,		11 40	9 45	5 50		
8 25	8 35	2 50	Archbald,		11 10	9 15	5 25		
			Peckville,						
4 55	9 05	3 20	Olyphant,		10 46	8 50	5 01		
5 02	9 12	3 25	Dickson,		10 41	8 26	4 56		
5 10	9 20	3 31	Providence,		10 35	8 20	4 50		
5 20	9 26	3 36	SCRANTON,		10 30	8 00	4 40		
					R. MANVILLE, Supt.				
Carbondale, May 27. 1865.									

Scranton,
here, means
the Vine Street

Linus Brandow was killed when struck by empty coal cars two miles south of Carbondale, "at the branches" on Wednesday, September 27, 1865:

"FRIGHTFUL ACCIDENT.--Mr. Linus Brandow, a young man in the employment of G. L. Morss, Esq., of the Lorillard Tannery in Fell township, was killed almost instantly upon the Railroad about 2 miles below town, on Wednesday forenoon. He was at that place assisting Mr. Morss in regard to some bark for the Tannery. Both were standing upon the Railroad at the branches. Perceiving a train of coal cars coming upon one track he stepped upon the other, not perceiving a train coming in the opposite direction upon that track. He was knocked down across the track, so that the cars passed over him, mutilating him in the most dreadful manner and killing him instantly. / His remains were brought to town, and having been encased in a metallic coffin, were the next day taken to his parents in Schoharie Co., N. Y./ He was an intelligent and exemplary young man." (*Carbondale Advance*, Saturday, September 30, 1865, p. 2).

1863-1867: Passengers to Scranton descended from the D&H passenger car at Vine Street. To access the DL&W depot on Lackawanna Avenue, they had to walk the three blocks from Vine Street to Lackawanna Avenue.

Gravity passenger train in an accident on June 26, 1866, on its way back to Carbondale:

“ALMOST AN ACCIDENT.—There has been a wonderful exemption from accidents on our Passenger Train to Scranton, from the commencement several years ago. But on Tuesday last there was a pretty near approach to one. The morning Passenger Train when within about two miles of town [on Level 27] overtook a slow and badly running coal train upon a curve, and as there was no notice or warning, collided with considerable force. Several passengers were brought from their seats to the floor, and H. S. PIERCE, Esq., President of the First National Bank, and one lady passenger, received pretty severe wounds upon the head. / We are glad to learn that they were not in either case dangerous.” (*Carbondale Advance*, June 30, 1866, p. 2)

The horse cars in Scranton and Providence:

Before we take a look at the D&H timetable that took effect on November 11, 1867, it is important that we review here some data about the horse cars that started service in Scranton and Providence in 1867.

Scranton horse cars: The driver acted as the conductor. Ten cents was the fare. The cash box was at the driver's side and passengers were supposed to drop therein their coins or tokens. The cars, standard-gauge vehicles, were heated by stoves and lighted from kerosene lamps. At steep grades, an extra horse was stationed to help get the car up the hill. There were no transfers. The horse car lines in Scranton only penetrated the business centers of Hyde Park, Providence, Dunmore, and Green Ridge.

There were two horse car lines: (1) Scranton & Providence Passenger Railway, also known as the Sanderson Street Railway, became operational May 29, 1867; (2) People's Street Railway Company, became operational July 4, 1867. The Scranton depot of the Delaware, Lackawanna and Western Railroad was the terminus of both lines.

These two companies merged on May 11, 1868 to become the People's Street Railway Company of Luzerne County

1. Scranton & Providence Passenger Railway

The Scranton & Providence Passenger Railway was a horse car, also known as the "Sanderson Street Railway," which opened on May 29, 1867. It connected with the Delaware & Hudson Railroad at the 'Turn Tables' below Green Ridge, and took passengers direct to the Delaware, Lackawanna & Western Railroad depot from that point.

In the *Carbondale Advance* of November 30, 1867, p. 3, we read:

"Scranton & Providence Railway. / The Scranton & Providence Railway, familiarly known here as 'Sanderson Street Railway,' is now completed and formally opened to the public. / It connects with the Del. & Hud. R. R. at the 'Turn Tables' below Green Ridge, and takes Passengers direct to the Del., Lack. & W. R. R. Depot from that point. Connections with trains are thus pretty surely made that might otherwise be missed. A little experience will convince our neighbors that the 'Scranton Street Cars' are a very great convenience, and they will seldom omit transferring themselves to them at the 'Turn Tables.' " (*Carbondale Advance*, November 30, 1867, p. 3)

In *Throop* (pp. 259-60) we read the following about the Scranton and Providence Railroad:

Scranton and Providence Railroad (organized October 22, 1866). "Meanwhile, Mr. George Sanderson had purchased the Whaland farm at what is now Green Ridge, and had laid out that flourishing suburb. He at once perceived that the erection of the street railroad on the other side of the Lackawanna River would stimulate building there to the detriment of the plans that he had projected, and sought to counteract the effect by the erection of a road that would make his property quite as easy of access from the center of the city. Such a road was chartered as the Scranton and Providence Railroad, and was officered as follows: George Sanderson, president; George S. Kingsbury, secretary and treasurer, and Jacob Robinson, William Breck, William N. Monies, and George Sanderson, directors. The cars commenced running **May 29, 1867**. The Scranton depot of the Delaware, Lackawanna and Western Railroad was the terminus of both lines, and as each company was anxious to secure the exclusive right of way through Lackawanna Avenue, there was a lively legal contest. This was settled by Judge Conyngham, **May 11, 1868** [when the two companies merged, says 1880]. The barn and stables were erected on Linden Street [near Washington avenue] in 1874." "The Sanderson road as the Scranton & Providence Passenger Railway Company line was known was really projected by Col. Sanderson to help in developing the Green Ridge section which he had just opened up for home sites. Its scheduled route was Lackawanna avenue to Penn avenue, out Penn to Mulberry, east on Mulberry to Wyoming, out Wyoming to a point about the present day Larch street where it connected with the D. & H. tracks, thence on that railroad for three quarters of a mile, where it branched off to the left and crossed the Lackawanna river near the Von Storch tract and thence to Providence. Col. F. L. Hitchcock, in his history of Scranton says that the road followed the above route only as far as Sanderson avenue and East Market street. Early maps of Scranton bear out this contention."(*Murphy*, Volume One, pp. 110-111)

2. People's Street Railway Company: March 22, 1865, a charter was granted to Ira Tripp, J. T. Fellows, D. R. Randall, Daniel Howell, J. B. Stark, A. B. Dunning, and W. W. Winton. The capital stock was \$35,000. "**People's Street Railway Company**, organized June 6 [Thomas Murphy, *Jubilee History of Lackawanna County, Pennsylvania*, Volume One, 1928, p. 110 says it was June 19], 1866, with James Blair, president; W. W. Winton, vice-president; Alfred Hand, secretary; and James Blair, H. B. Rockwell, T. F. Hunt, Ira Tripp and Daniel Howell directors. A survey of the line was made during the fall of that year, but the work of construction was not begun until the following spring, so that the first car passed over the road **July 4, 1867**, the occasion being the holding of Caledonian games at the old race course [Tripps Driving Park on Providence road]. In August of the same year, a contract was let for the construction of the line to Hyde Park, and on its completion a new era of development opened to that portion of the city." (*A Half Century in Scranton* by Benjamin H. Throop, M.D., Scranton, PA, 1895, pp. 258-59)

3. The Scranton & Providence Passenger R. R. Co. ultimately merged with the People's Street Railway Company to become the **People's Street Railway Company of Luzerne county** (9 ½ miles long; during the year ending October 31st, 1878, 235,163 passengers were carried over the road).

In the *Carbondale Advance* of May 16, 1868, p. 3, we read:

"STREET RAILWAY CONSOLIDATION.—The Scranton & Providence Passenger R. R. Co. and the People's Street Railway Company have had arrangements with a view to consolidate the corporate rights, franchises, and property of each into one company, under the name of the 'People's Street Railway Company of Luzerne County.' The terms of the merger will be submitted to the stockholders of each company at once, and are such as will undoubtedly meet the approbation of both. . . " (*Carbondale Advance*, May 16, 1868, p. 3)

From November 11, 1867 on, one could travel easily from Carbondale to Scranton by means of (1) the D&H gravity and (2) the horse cars (street railway). Passengers could remain on the D&H cars at Green Ridge and travel to Vine Street, or they could descend from the D&H cars at Green Ridge and get on the horsecars for the trip to the DL&W station in downtown Scranton.

Timetable No. 4, takes effect November 11, 1867

In 1868, two regular D&H passenger trains North and two South, plus an accommodation train were run, daily between Carbondale and Scranton. "Junction" in the timetable given below (*Carbondale Advance*, January 25, 1868, p. 1) means "Green Ridge; Scranton here means Vine Street.

"Junction" here means Green Ridge. There one could remain on the D&H cars and travel to Vine Street, or one could get off the D&H cars at Green Ridge and onto a horse car for the trip to the DL&W station on Lackawanna Avenue.

DELAWARE AND HUDSON RAIL-ROAD TIME TABLE.—On and after Nov. 11th, 1867, trains will run as follows :

MOVING SOUTHWARD.

	Pass'r	Pass'r.	Accom'n.
	A. M.	P. M.	P. M.
Leave—Carbondale	8.00	2.20	3.00
Archbald	8.20	2.40	3.25
Peckville.....			
Olyphant.....	8.45	3.05	3.55
Dickson.....	8.57	3.15	4.15
Providence.....	9.05	3.20	4.25
→ Junction.....	9.10	3.25	4.30
47 Arrive Scranton.....	9.15	3.30	4.35

"Scranton" here means Vine Street

MOVING NORTHWARD.

	Accom'n.	Pass'r.	Pass'r
	A. M.	A. M.	P. M.
Leave—Scranton.....	8.00	10.10	4.40
Junction.....	8.10	10.15	4.45
Providence	8.15	10.20	4.50
Dickson	8.25	10.25	4.55
Olyphant	8.40	10.30	5.05
Peckville			
Archbald.....	9.00	11.00	5.35
Arrive Carbondale	9.30	11.30	6.00

R. MANVILLE, Sup't.

**PASSENGERS ON THE DELAWARE
& HUDSON R. R.**

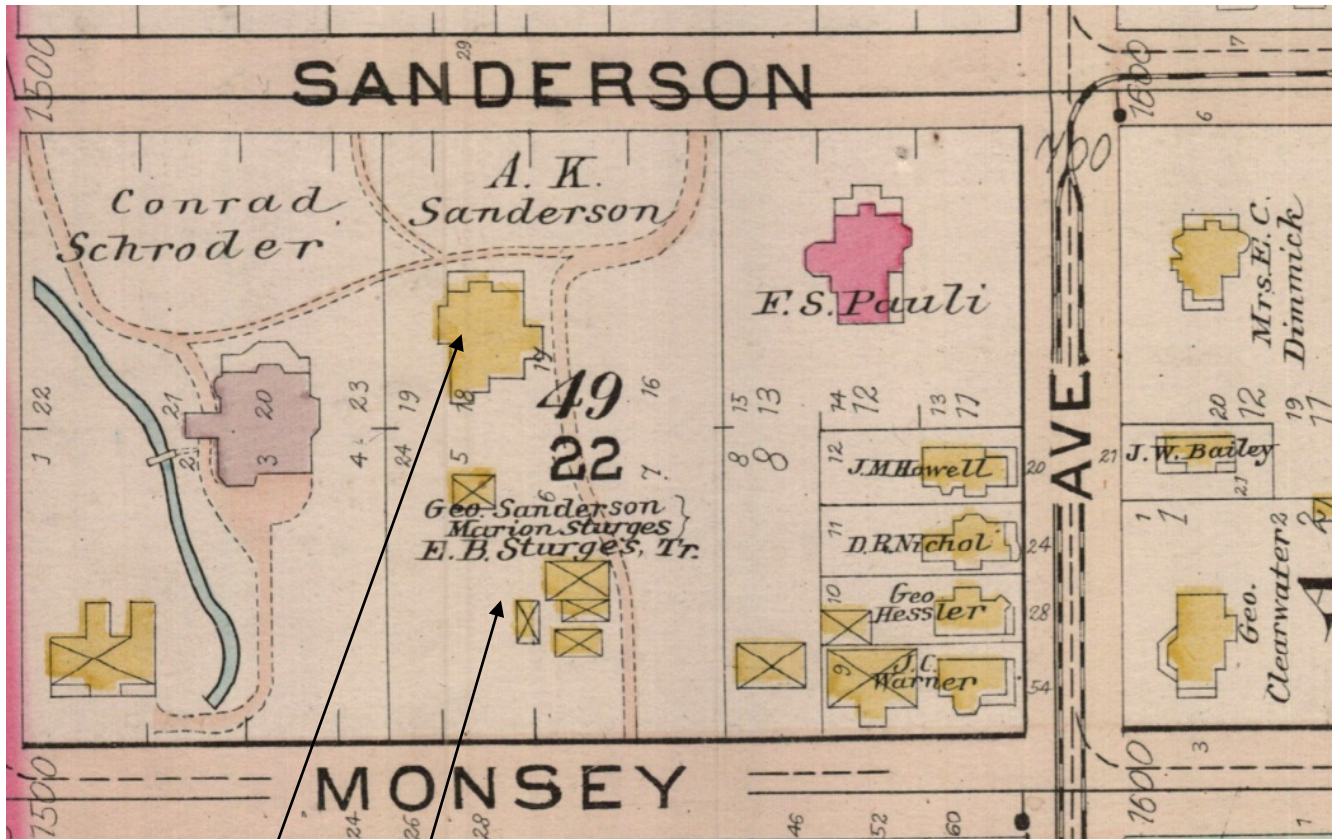
TO AND FROM SCRANTON OR PROVIDENCE.

**The Cars of the Scranton & Providence
Passenger Railway,**

will always be on hand to take passengers to and
from the Del. Lack. & Western Depot, with their
baggage, also to and from Providence on their arrival
at Green Ridge Station. Fare, 10 cents. Baggage
extra. **GEO. SANDERSON, President.**

In the period 1867-1868, the cars of the Scranton & Providence Railway connected with and ran on the Vine Street D&H tracks for three-quarters of a mile. The scheduled route of the Scranton & Providence Passenger Railway, as we noted above, was Lackawanna Avenue to Penn Avenue, out Penn to Mulberry, east on Mulberry to Wyoming, out Wyoming to a point about the present day Larch Street where it connected with the D. & H. tracks, thence on that railroad for three quarters of a mile, where it branched off to the left and crossed the Lackawanna river near the Von Storch tract and thence to Providence. D&H passengers traveling south who wished to go to the DL&W depot (the D&H tracks did not go there in 1867-68), therefore, transferred from a D&H passenger car at Green Ridge to a Scranton & Providence Railway car and traveled directly to the DL&W depot. At the same time, passengers from Lackawanna Avenue, for example, could travel north on the Scranton & Providence Railway to Green Ridge or Providence on Scranton & Providence Railway/D&H tracks.

Note, in the above ad, that George Sanderson was the president of the Scranton & Providence Passenger Railway. The Sanderson villas were among many on Sanderson Avenue in 1884 when the April 1884 *Sanborn Map of Scranton* was drawn. See the detail from that map given below.



The Sanderson villas on Sanderson Avenue in 1884

More on George Sanderson:

Hon. George Sanderson [photo #175 in *Stoddard*, p. 69]: born in Boston, purchased in April 1855 the 220-acre Hitchcock farm in Scranton; moved with his family from Towanda to Scranton in the spring of 1856. He laid out streets, which resulted in opening Washington, Adams and Wyoming Avenues from Spruce to Vine; he purchased that part of Scranton now known as Green Ridge; he constructed the Green Ridge and Providence Street Railroad, and erected a model residence.

We learn more about George Sanderson in *J. A. Clark*, 1875, pp. 197-98:

" . . . he has succeeded in drawing about him a community whose tastes have converted the ridge into the only spot in the Lackawanna Valley which resembles rural Elysian Fields. His broad views enabled him to judge of suburban architectural effect and accordingly he mapped the tract in spacious lots, which any gentleman would recognize as sufficient for home purposes. The effect has already begun to tell upon the scenery in that quarter. / In the effort to make the spot a practicable dwelling place at his own expense, he has disbursed thousands of dollars in the construction of broad avenues and streets, and the building of necessary bridges. More than any other man who has ever lived in Scranton, has Hon. George Sanderson been a public benefactor in the creation of houses of artistic utility. " (*J. A. Clark*, 1875, pp. 197-98)

Timetable No. 5, takes effect May 11, 1868

The same options as in Timetable No. 5: D&H to Green Ridge, connect there, if desired, with the Scranton and Providence Passenger Railway.

From the timetable given below from the *Carbondale Advance*, August 29, 1868, p. 4, it is very clear that rail connections to destinations well beyond the Lackawanna Valley were among the options available to travelers from the upper Lackawanna Valley (Carbondale to Providence):

DELAWARE AND HUDSON R. R. TIME TABLE.

Takes Effect May 11th, 1868.

TRAINS MOVING SOUTH.

	Pass'r.	Pass'r.	Accom'n.
	A. M.	P. M.	P. M.
Leave Carbondale,	6.30	1.00	2.50
Archbald,	6.35	1.25	3.30
Peckville,	—	—	—
Olyphant,	7.15	1.45	4.20
Dickson,	7.27	1.55	4.30
Providence,	7.35	2.00	4.50
Junction,	7.40	2.05	5.00
Arrive Scranton,	7.45	2.10	5.10

"Junction" here means Green Ridge.

TRAINS MOVING NORTH.

	Accom'n.	Pass'r.	Pass'r.
	A. M.	A. M.	P. M.
Leave Scranton,	7.10	9.00	4.00
Junction,	7.20	9.05	4.05
Providence,	7.30	9.10	4.10
Dickson,	7.40	9.15	4.15
Olyphant,	7.50	9.20	4.20
Peckville,	—	—	—
Archbald,	8.30	9.45	4.50
Arrive Carbondale,	9.20	10.15	5.15

Vine Street

Destinations well beyond the Lackawanna Valley were among the options available to travelers from the upper Lackawanna Valley.

The 6.30 A. M. and 1.00 P. M. Trains connect with the Delaware, Lackawanna & Western R. R. for New York and the West, and Lehigh & Susquehanna R. R. at Green Ridge, and Lackawanna & Bloomsburg R. R. at Scranton, for Wilkes-Barre and points South.

Connecting Trains on Delaware, Lackawanna & Western R. R. wait 20 minutes, and the 4.00 P. M. Train waits for Delaware, Lackawanna & Western one hour, if the Trains on either Road are behind time
R. MANVILLE, Supt.

New D&H pay office to be opened in Scranton:

"New Pay Office. / The expanding and increasing business of the Del. & Hudson C. Co., and especially its extension down the valley have seemed to make a new pay office necessary, in that direction. It is stated that one is accordingly to be opened at Scranton. / This measure it is understood will produce some changes in the other offices. It is reported that Mr. Atherton, Paymaster at Providence, will have charge of the Scranton office, Mr. James H. Johnson, assistant Paymaster here [Carbondale], have charge of the Providence office, and L. Egerton Esq. remaining here." (*Carbondale Advance*, January 2, 1869, p. 3)

As we noted above, Scranton's two horse car lines, the Scranton & Providence Passenger Railway, and the People's Street Railway Company merged, on May 11, 1868, to become the People's Street Railway Company of Luzerne County. Following the merger, the Scranton horse cars continued to run over three-quarters of a mile of the D&H Vine Street branch tracks. This we learned from an article that was published in the *Scranton Republican* and reprinted in the *Carbondale Advance* of October 10, 1868.

"GREEN RIDGE.—Travel between town [Scranton] and Green Ridge has been suspended, as far as the street cars are concerned, the line having been withdrawn for the present. The contract allowing the People's line to run their cars over the Delaware & Hudson track expired, we think, on the 18th of last month [When was the contract entered into?], since which time they have been running on sufferance. The track has become impassible for horses, from the fact that the D. & H. is engaged in putting in new ties for the better accommodation of a third rail, [emphasis added] and they are doing it without filling in between the ties; hence the cars have been withdrawn. The embargo is not expected to continue more than two weeks as by that time the new line of the People's Company will be completed, when they will be independent of the D. & H. C. Co. It will be very inconvenient for the residents of that vicinity, but the interruption seems unavoidable and they must submit with the best grace they can.—*Scranton Republican*." (*Carbondale Advance*, October 10, 1868, p. 3)

By the end of October 1868, then, the Scranton horse cars no longer ran over a portion of the D&H Vine Street tracks. D&H passengers traveling south, therefore, no longer had the option of a direct rail connection (the horse cars) to the DL&W depot on Lackawanna Avenue. What were the options of such passengers? They could descend from the D&H car at Green Ridge and walk to the new line of the People's Company (horse car) for the trip to Lackawanna Avenue, or, they could also stay on the D&H car and travel to Vine Street, and from there walk the three blocks to Lackawanna Avenue. Neither option was especially attractive, especially if one were traveling with luggage.

The solution to the problem would be a direct D&H rail line (Vine Street branch) from Vine Street to the DL&W depot on Lackawanna Avenue. The question to be answered is this: When was the D&H rail line installed between Vine Street and the DL&W depot on Lackawanna Avenue?

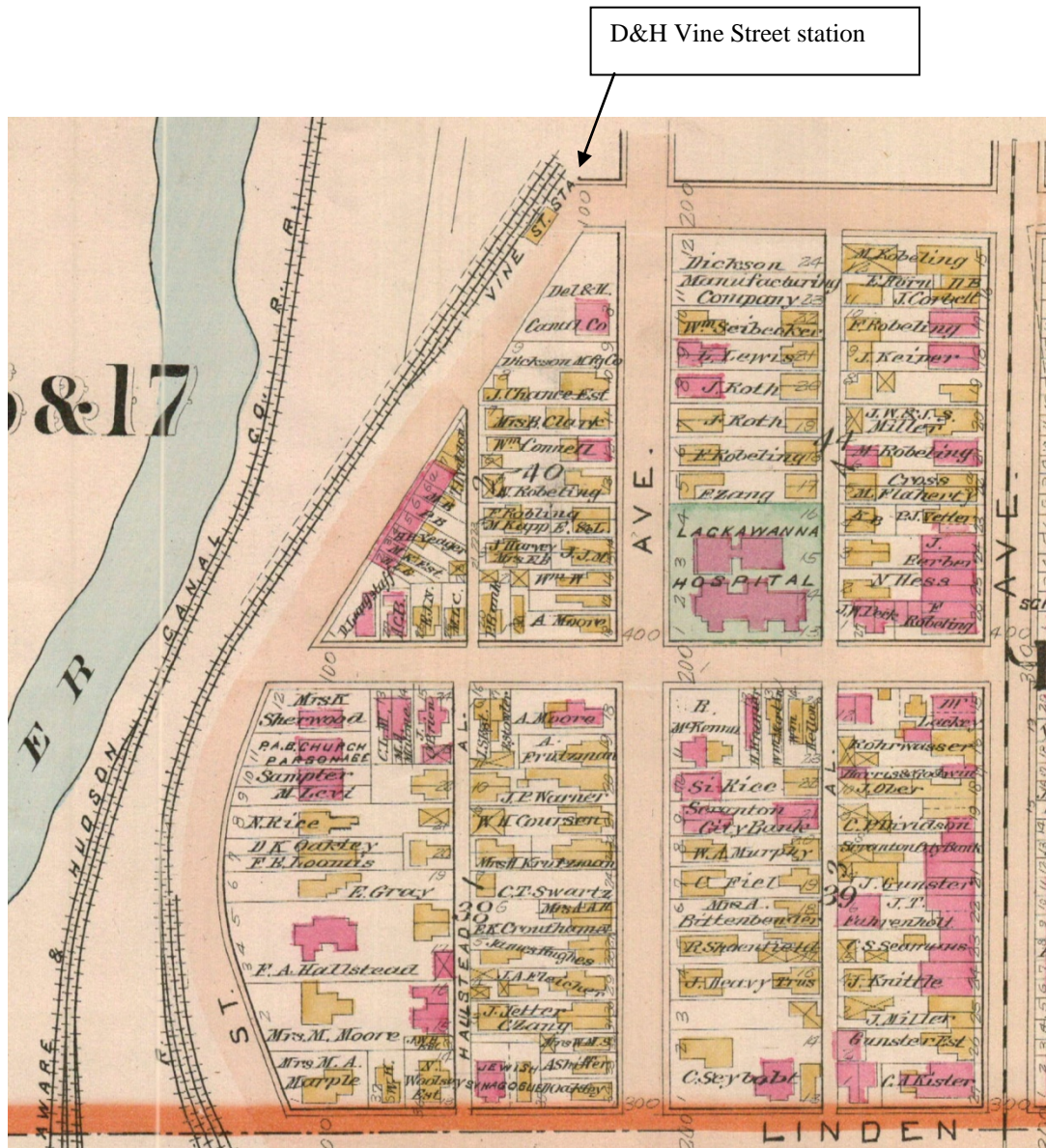
A possible clue as to the answer to that question is given in an article that was published in a Scranton newspaper in July, 1894, when the D&H Lackawanna Avenue station opened. Therein, it is stated (1) that the D&H Vine Street station was built in 1874, and (2) that in that same year the D&H entered into a contract with the DL&W for the reception of D&H passengers at the DL&W depot on Lackawanna Avenue.

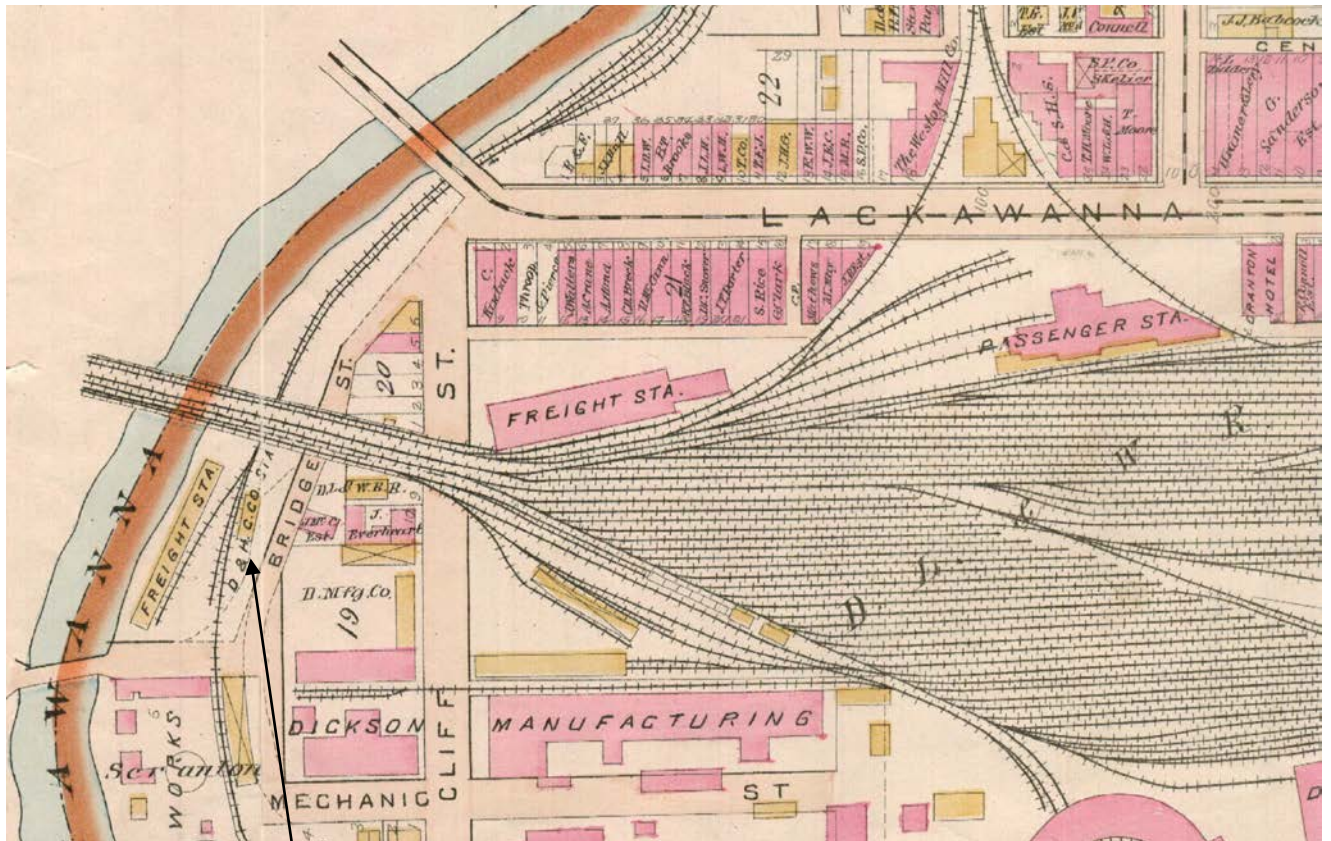
Here is that article, titled "The New D. & H. Station" (published in a Scranton paper in July, 1894, probably on the 28th or the 29th):

“When placed in contrast with the present station of the company at Bridge street, the new building [on Lackawanna Avenue] is as a stately mansion compared with a rural habitation. The service at the Bridge street and Vine street stations, will be concluded at 12 o’clock to-night, and the first train to leave the new station will be the Saratoga express, which departs at 5 o’clock Monday morning; and thereafter the passenger service of both stations will be conducted from the new station, and no more D. & H. passenger trains will run into the D. L. & W. depot. At the old station on Bridge street a freight service will be continued from the new freight houses erected on the east bank of the river, and the present Vine street station will be used as a store house for the keeping of books and other company documents held in this city. The service at the Vine street station has been small from a passenger or freight standpoint, but the building was used as the Scranton office of the company, and general freight agent of the western and southern divisions, Mr. Thomas F. Torrey of New York, was stationed there while in this city. It was only in extreme cases, such as excursions or events begetting heavy travel that the station did any considerable passenger business. / The Vine street station was built in 1874, when the contract was made with the D. L. & W. for the reception of D. & H. passengers and a memorable history of the company was deposited in the corner stone of the building April 30, of that year. / [emphasis added]. THE BRIDGE STREET STATION. / The present Bridge Street station was built by the Union Railroad company of Wilkes-Barre, in 1866, and the railroad from Green Ridge to Wilkes-Barre a distance of nineteen and one-half miles was also built and operated by the latter company and afterward leased to the D. & H. The transfer of the road has not been formally made but the stock of the Union Railroad company is now all absorbed by the D. & H. Co., which virtually makes that portion of the railroad D. & H. property. The road was run through this city [Scranton] about one year after the destruction of the D. L. & W. trestle by fire, and the subsequent building of the present stone bridge. / TROUBLE WITH THE CITY. / When the company decided to erect a new passenger station [the one that opened in July 1894] near the Lackawanna avenue bridge during the incumbency of Mayor [John H.] Fellows [1890-1893], considerable litigation resulted between the city and company because of the latter’s alleged encroachment on a retaining wall built on city property. / The company was temporarily enjoined from erecting the building on the ground in dispute and subsequently the injunction was made permanent and the thirty inch space declared city property. / Apropos of this dispute and seemingly as a means of retaliation the company shortly afterward disputed the right of the Columbus Bridge company to place supports on its tracks while the eastern span of the Lackawanna avenue bridge was being constructed and one Sunday afternoon attempted to pull out the timbers placed on the track with an engine and car with connecting chain. This action resulted in the arrest of the engineer and some of the train hands, who were subsequently released on bail furnished by Mr. George L. Dickson, and the friction between the corporation and the city officials subsided after that incident. . .”

As interesting as the article is in a great many respects, it contains errors. Two errors that we have discovered are these: (1) the Vine Street station was not built in 1874. It was in place, no later than 1873 when the D. G. Beers map of Scranton was published in 1873; and (2) the D&H and the DL&W entered into an agreement for the reception of D&H passengers at the DL&W depot on Lackawanna Avenue before 1874 (see Timetable No.7, given below, which took effect August 10, 1871, and which we will examine shortly).

Given below are two details of the *Atlas of the City of Scranton and Borough of Dunmore*, published by L. J. Richards & Co., Philadelphia, PA, 1888, showing the D&H Vine Street station and the D&H Bridge Street station.





In 1868 the D&H assumed control of the former Union Railroad from Green Ridge to Mill Creek and actively used the Bridge Street passenger station from 1868 to 1894, when the D&H Lackawanna Avenue station opened.

The question still remains: When was the D&H rail line from Vine Street to the DL&W depot constructed?

From Timetable No. 6, given below, we know that that extension to Lackawanna Avenue was not in place on July 17, 1871. Let's have a look at that timetable.

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Timetable No. 6, takes effect July 17, 1871. D&H steam-line, Carbondale to Vine Street, opened on July 4, 1871

Carbondale Advance, July 22, 1871, p. 2

DELAWARE AND HUDSON R. R.


Takes Effect July 17th, 1871.

TRAINS MOVING SOUTH.

		Pass'r.	Pass'r.	Accom'n.
		A. M.	P. M.	P. M.
Leave	Carbondale,	8.00	12.15	8.00
	Gibsonburg,	8.18	12.23	—
	Archbald,	8.20	12.25	8.40
	Peckville,	8.23	12.43	—
	Olyphant,	8.35	12.50	4.30
	Dickson,	8.40	12.55	4.40
	Providence,	8.45	1.00	5.00
	Junction,	8.50	1.05	5.10
Arrive	Scranton,	8.55	1.10	5.20

TRAINS MOVING NORTH.

		Accom'n.	Pass'r.	Pass'r.
		A. M.	A. M.	P. M.
Leave	Scranton,	7.00	10.20	4.10
	Green Ridge,	7.20	10.25	4.15
	Providence,	7.30	10.30	4.20
	Dickson,	7.40	10.35	4.25
	Olyphant,	7.50	10.40	4.30
	Peckville,	—	10.48	4.38
	Archbald,	8.30	10.56	4.46
	Gibsonburg,	—	11.05	4.55
Arrive	Carbondale,	9.20	11.20	5.10

 The Accommodation Train will run on the Gravity Road, as heretofore, until further notice.

The 8.00 A. M. and 12.15 P. M. Train connects with the Del., Lack & Western R. R. for New York and the West, and Lehigh & Susquehanna R. R. at Green Ridge, and Lackawanna & Bloomsburg R. R. at Scranton, for Wilkes-Barre and points South.

Connecting Trains on Delaware, Lackawanna & Western R. R. wait 20 minutes, and the 4.10 P. M. Train waits for Delaware, Lackawanna & Western 30 minutes, if the Trains on either Road are behind time

R. MANVILLE Supt,

Both of these Gravity-gauge passenger trains ran on the D&H steam-line (the Valley Road) from Carbondale to Vine Street. The Accommodation Train ran on the Gravity Road.

"The Accommodation Train will run on the Gravity Road, as heretofore, until further notice."

In this timetable we read "connects with." In the timetable given on the following page, we read "makes close connection at." The meaning is different—and significant.

"Junction" here means Green Ridge, and "Scranton" means Vine Street.

These generous waiting times suggest that it was clear to all that D&H passengers who disembarked at Vine Street might require extra time to travel by foot from Vine Street to Lackawanna Avenue.

The extension of the D&H tracks from Vine Street to the DL&W depot was not in place as of July 17, 1871, but it was in place on August 10, 1871, as the timetable given below makes very clear. So the tracks were extended between July 17, 1871 and August 10, 1871.

When did the D&H enter into a contact with the DL&W for the reception of D&H passengers at the DL&W depot on Lackawanna Avenue? Answer: 1871 or before. The D&H could not have carried passengers to the DL&W depot on Lackawanna Avenue in 1871 if a contractual agreement making that possible had not been in effect at the time.

The D&H locomotive road direct to the DL&W depot on Lackawanna Avenue was an immediate success with the traveling public.

By the second week of August, an additional passenger train to and from Scranton, with improved cars and improved time, was added to the schedule.

Passenger trains from Carbondale departed from the new Dundaff Street station and, effective August 10, 1871, went directly to the Delaware, Lackawanna & Western depot on Lackawanna Avenue in Scranton. D&H passengers were received at the DL&W Depot on Lackawanna Avenue until 1894, when the D&H opened its own station on Lackawanna Avenue.

Here is the new time table, which went into effect on August 10, 1871, as published in the *Carbondale Advance* of October 14, 1871, p. 3 This timetable remained in effect until November 20, 1871, when a new timetable took effect.

Timetable No. 7, takes effect August 10, 1871: D&H trains all the way to the DL&W depot

Carbondale Advance, October 14, 1871, p. 3

DELAWARE AND HUDSON R. R.

Takes Effect August 10th, 1871.

TRAINS MOVING SOUTH.

	1. A. M.	3. P. M.	5. P. M.	7. P. M.
Carbondale,	8.00	12.00	2.50	3.20
Gibsonburg,	8.16	12.14	3.04	
Archbald,	8.25	12.22	3.12	4.00
Peckville,	8.35	12.30	*3.20	
Olyphant,	8.42	12.37	3.26	4.50
Dickson,	8.52	12.43	*3.32	5.00
Providence,	8.59	12.48	3.37	5.20
Green Ridge,	9.04	12.50	3.40	5.30
Scranton,	9.10	12.55	3.45	5.40
D. L. & W. Depot,	9.15	1.00	3.48	

TRAINS MOVING NORTH.

	2. A. M.	4. P. M.	6. P. M.	8. A. M.
D. L. & W. Depot,	10.00	1.35	5.00	
Scranton,	10.05	1.38	5.05	7.00
Green Ridge,	10.10	1.43	5.10	7.20
Providence,	10.13	1.45	5.15	7.30
Dickson,	10.18	*1.50	5.20	7.40
Olyphant,	10.23	1.55	5.23	7.50
Peckville,	10.30	*2.00	5.35	
Archbald,	10.33	2.03	5.45	8.30
Gibsonburg,	10.46	2.16	5.53	
Carbondale,	11.00	2.30	6.20	9.20

* Stop only on signal.

All Passenger Trains make close connection at the Depot of the Delaware, Lackawanna & Western R.R., Scranton, with Trains for New York and the West; with the Lackawanna & Bloomsburg, for the South; and with the Lehigh & Susquehanna, at Green Ridge. The Freight Train (Nos. 7 and 8) will run on the Gravity Road, as heretofore, untill further notice.

R. MANVILLE, Supt.

The first D&H passengers were received at the DL&W depot on Lackawanna Avenue on August 10, 1871, which means, of course, that a contractual agreement between the D&H and the DL&W to make that arrangement possible had to have been in place at the time.

"All Passenger Trains make close connections at the Depot [emphasis added] of the Delaware, Lackawanna & Western R. R. . ."

Gravity-gauge passenger cars were used by the D&H on the Valley Road until August 1871, when two standard-gauge coaches, Nos. 1 and 2, and five box cars, were obtained from the Rensselaer & Saratoga Railroad Company. These were the first D&H passenger cars to go all the way to the DL&W depot.

See the text on the following page titled: "Gravity-gauge and standard-gauge passenger cars on the D&H"

Freight Trains, Nos. 7 and 8, to continue to run on the Gravity line from Carbondale to Olyphant.

In the D&H timetable that took effect on November 20, 1871, as published in the *Carbondale Advance* of November 25, 1871, p. 3, the daily freight train ran only between Olyphant and Scranton, and it did so, "until further notice," on the Gravity-gauge tracks that were in place between those two points.

We have not yet learned the exact date when the daily freight train, Olyphant/Carbondale, ceased running on the Gravity road.

D&H timetables from December 1871 or from 1872 or after would probably contain the answer to that question. It seems very probable that by 1872 D&H freight would have been moved up and down the Lackawanna Valley only on the standard-gauge D&H steam line. Anthracite coal was probably the only commodity that was sent North from Olyphant on the Gravity road from 1872 to the closing of the line at the end of the nineteenth century.

The event that surely triggered the extension of the D&H tracks from Vine Street to Lackawanna Avenue was an event of great importance in the history of the D&H that took place on July 4, 1871: the Valley Road, the standard-gauge D&H steam line between Carbondale and Scranton opened.

In **"The Delaware and Hudson Railroad. It Employs 1,200 men in Carbondale and Disburses over \$00 Annually"** (which we refer to herein as "1890s Summary") we read: "Three gauges were originally laid on the locomotive road [the D&H Valley Road], the Gravity gauge, the standard, or 4 ft. 8 1/2 in gauge and the 6-foot gauge, the latter to accommodate Albany & Susquehanna, Erie, and D. L. & W. cars."

Gravity-gauge and standard-gauge passenger cars on the D&H:

Up to the time when the D&H tracks were extended to the DL&W depot on Lackawanna Avenue in August 1871, all D&H passenger vehicles were Gravity gauge. At that time the first standard-gauge D&H passenger coaches were introduced. In the "1890s Summary" we read:

"Gravity passenger cars were used for passenger service until August, 1871, when two standard-gauge coaches, Nos. 1 and 2, and five box cars were obtained from the Rensselaer & Saratoga Railroad Company. The Albany & Susquehanna Railroad was six-foot gauge, and, in order to get these cars to Carbondale, they were transported to Canandaigua via Lackawanna & Bloomsburg, thence to Carbondale over the Delaware & Hudson's own tracks. The passenger train was then made up of these two cars and a box car, with a door in each end, served as a baggage car. /The 'R. Manville,' engine No. 10, was the first standard-gauge engine assigned to passenger service and I. J. Wint, who had until then hauled the passenger train with the 'C. P. Wurts,' [a Gravity-gauge locomotive] ran the 'R. Manville' until November, when she was put into the shop at Green Ridge for general repairs, and Engineer Benscoter, who was transferred to Carbondale in

October, was given the passenger run with engine No. 7. When the 'R. Manville' came out of the shop, in the spring of '72, Engineer Benscoter was placed in charge of her, and has run her ever since, except at intervals when she has been laid up for repairs. No. 10 has been rebuilt once, and it is now one of the best passenger engines owned by the company. / One of the Rensselaer & Saratoga cars, referred to above, is now in use on the construction train, and is marked 'Construction Car No. 1. Coach No. 3 was sent here from the R. & S. road in December, 1871. Baggage car No. 4 was sent to Carbondale in the spring of 1872. These cars are still in use on the Pennsylvania division." (1890s Summary)

In June of 1872, the D&H announced that passengers at the Carbondale D&H steam line depot could sit in "non-conductive" chairs:

"The D. & H. depot at this place [Carbondale] is furnished with non-conductive chairs. Persons who are obliged to wait for trains during a thunder shower can do so in perfect safety." (Carbondale Leader, June 15, 1872, p. 3)

1873: D&H Depot on Depot Street built

A new passenger car that was built in the Carbondale shops was given a trial run as far as Archbald in 1873. Superintendent Manville was surely proud of this elegant new car. The trip to Archbald in this new car on the D&H steam line in the Lackawanna Valley was surely a grand event.

"Last Saturday afternoon Superintendent Manville and a car load of ladies and gentlemen took a trip as far as Archbald in the new passenger car just manufactured at the shops here. The new car is as easy a one to ride in as any one could wish for. It is built of the very best material, and is furnished with first-class seats, and is decorated very tastefully. The ventilation is a great improvement on the old style. Two similar cars are being made at the Company's shops in this city, and the business will probably be carried on permanently. We see no reason why it should not be when such an elegant car as the one spoken of can be turned out." (Carbondale Leader, July 5, 1873, p. 3)

Here is the account of that trip that was published in the *Carbondale Advance*. The names of the members of this excursion party are given in this story from the *Carbondale Advance*. The party was made up of the highest level of D&H management and the social elite of Carbondale. The return trip was made in 10 minutes. Surely there could be no better way to publicize and to promote passenger travel on the D&H than an excursion such as this one:

"Excursion Party. / R. Manville Esq., R. R. Supt., treated some of his friends to a pleasant excursion to Archbald on Saturday last for the first trial and 'christening' of the splendid new Passenger Car, mentioned in our columns last week. The party embraced the following gentlemen and their wives—R. Manville, S. A. McMullen, Wm. McMullen, P. C. Gritman, E. E. Hendrick, W. Burr, J. W. Marcy, Thomas Orchard, A. Pascoe, W. W. Watt; also L. Egerton and two daughters, Rev. R. B. Peet, J. Edwin Watt, Miss Wells of Wilkes-Barre, Pierce Butler, Mrs. Geo. S. T. Alexander, H. G. Blair, foreman in ADVANCE office, J. C. Cook, Leader office, James Dickson, and J. L. Chapman. / Everything was in perfect order, and the car much praised. The return trip from Archbald was made in 10 minutes—5 miles of it in 7 minutes." (Carbondale Advance, July 5, 1873, p. 3)

This excursion to Archbald was followed in the following month by excursions by rail down the line of large church groups from Carbondale and Jermyn to Mount Vernon.

Tom Klopfer: "Mount Vernon was eight miles south of Carbondale. It was later called Jessup."
Joe Bryer: "Mount Vernon was across the river from Winton."

An 8-car train left Carbondale on the 20th for a picnic outing at Mount Vernon. This large Carbondale group was joined by about 200 member of the St. James parish at Gibsonburg.

"SUCCESSFUL PICNIC.—The Trinity Church Sunday-school in charge of their teachers, The Rector, Rev. Mr. Peet, and prominent members of the congregation, left the station Thursday morning on six gondolas and one passenger car with baggage car attached, for their grounds* at the once beautiful but now deserted Mount Vernon. At Gibsonburg they were reinforced by about two hundred additional volunteers belonging to St. James parish, with an abundant commissary department. The train made a very fine appearance as it sped its way around the curves, gaily dressed with flags and banners. All the little ones were returned to their houses in safety at an early hour, after spending a very enjoyable day." (Carbondale Leader, August 20, 1873, p. 3)

* ". . . their grounds at the once beautiful but now deserted Mount Vernon." The picnic grounds at Mount Vernon apparently belonged to the Trinity Episcopal Church.

The Sunday Schools of the Carbondale Baptist Church and the Carbondale Episcopal Church also took pic-nic excursions to Mount Vernon on the D&H railroad in late August:

"Pic Nics. / Two large and very enjoyable Sunday School Pic Nics have been held by our townspeople this week at Mount Vernon, eight miles down the railroad. The Baptist Sunday School, under charge of Rev. J. E. Gault, numbering about 300, went down on Wednesday. They

returned at 5 o'clock, happy and delighted with their trip, and before separating for their homes, sang in the churchyard with great vigor and with joyous hearts, the beautiful Doxology, 'Praise God from whom all blessings flow.' / The Episcopal Sunday School went down in large numbers on Thursday. We have yet no report from it." (*Carbondale Advance*, August 23, 1873, p. 3)

And then on August 26th, the Berean Baptist Sunday School took an outing "to a point on the gravity road near Archbald."

"Delightful Picnic. / The morning of the 26th opened up most beautifully, to the extreme gratification of our young folks. The Berean Baptist Sunday School had set apart this day for one of out-door enjoyment, to which end the gentlemanly superintendent of the D. & H. C. Co. kindly gave the use of cars sufficient to carry some three hundred of the parents and children to a point on the gravity road near Archbald, which had been selected for the occasion. Through Mr. Mitchell, their leader, the Cornet Band had also tendered the superintendent of the school their services, which were cheerfully and thankfully accepted. / The school assembled in their rooms at 8 o'clock, and after prayer, was led by the band to the upper depot, when all were comfortably seated, and started on their excursion. / It is needless, perhaps, to say more than that with a most beautiful day, a pleasant ride, a fine location, and most delightful scenery, good music, abundance of cakes, fruit and other eatables, and a variety of amusements, all returned feeling very happy, and full of praises for the happy day they had spent." (*Carbondale Advance*, August 29, 1874, p. 3)

These excursions on the D&H Valley Road, south from Carbondale, in the period 1872-1873 surely made it very clear to the D&H that the public had a strong interest in traveling by rail for picnic outings in the Lackawanna Valley and beyond, and on the Moosic Mountain, as we will demonstrate in the pages that follow.

At the moment, let's take a look at some representative timetables for passenger service on the Valley Road for the period 1871-1899.

D&H Passenger Timetables, 1871-1899

Beginning August 10, 1871, D&H passenger trains on the Vine Street branch went all the way to the DL&W depot on Lackawanna Avenue. The contractual arrangement with the DL&W that made that possible remained in effect until 1894, when the D&H opened its own depot on Lackawanna Avenue.

Here is the D&H timetable that took effect on November 20, 1871, as published in the *Carbondale Advance* of November 25, 1871, p. 3:

		DELAWARE AND HUDSON R. R.				
		Takes Effect November 20th, 1871.				
		TRAINS MOVING SOUTH.				
		1. A. M.	3. P. M.	5. P. M.	7. P. M.	9. P. M.
					Acc.	Acc.
Passenger trains, Nos. 1-8, ran on the D&H steam line, the Valley Road.	Carbondale,	8 00	12 40	4 30	7 00	
	Gibsonburg,	8 14	12 54	4 44	7 20	
	Archibald,	8 22	1 02	4 52	7 32	
	Peckville,	8 30	1 10	5 01	7 45	
	Olyphant,	8 37	1 17	5 07	7 55	4 40
	Dickson,	8 43	1 23	5 13	8 02	4 56
Beginning August 10, 1871, D&H passenger trains went all the way to the DL&W depot on Lackawanna Avenue.	Providence,	8 43	1 23	5 13	8 10	4 56
	Green Ridge,	8 50	1 30	5 20	8 13	5 03
	Scranton,	8 55	1 35	5 25	8 20	5 08
	D. L. & W. Depot,	9 00	1 40	5 30		5 13
		TRAINS MOVING NORTH.				
		2. A. M.	4. P. M.	6. P. M.	8. P. M.	10. A. M.
					Acc.	Acc.
"The Freight Train will run on the Gravity Road, as heretofore, until further notice."	D. L. & W. Depot,	10 40	2 10	6 00	3 05	
	Scranton,	10 45	2 15	6 05	3 10	7 00
	Green Ridge,	10 50	2 20	6 10	3 22	7 20
	Providence,	10 53	2 23	6 13	3 27	7 30
	Dickson,	10 58	2 23	6 13	3 37	7 40
	Olyphant,	11 03	2 33	6 23	3 50	7 50
	Peckville,	11 10	2 40	6 30	4 03	
	Archibald,	11 18	2 48	6 38	4 20	
"All [D&H] Passenger Trains make close connection at the Depot [emphasis added] of the Delaware, Lackawanna & Western R. R. . . ."	Gibsonburg,	11 26	2 56	6 46	4 34	
	Carbondale,	11 40	3 10	7 00	5 10	
		<p>All Passenger Trains make close connection at the Depot of the Delaware, Lackawanna & Western R.R., Scranton, with Trains for New York and the West; with the Lackawanna & Bloomsburg, for the South; and with the Lehigh & Susquehanna, at Green Ridge.</p> <p>The Freight Train will run on the Gravity Road, as heretofore, until further notice.</p> <p>R. MANVILLE, Supt.</p>				

Timetable
takes effect
June 5, 1872

DELAWARE & HUDSON RAIL- ROAD TIME TABLE.

Takes effect June 5th, 1872.

Trains move South.

Stations.	No. 1.	3.	5.	7.	9.
	A.M.	P.M.	P.M.	A.M.	P.M.
	Ex.	Ex.	Ex.	Ac.	Ac.
Carbondale,	8.30	12.20	6.15	6.30	12.50
Gibsonburg,	8.44	12.34	6.29	6.48	1.10
Archbald,	8.52	12.42	6.37	7.00	1.22
Peckville,	9.00	12.50		7.11	1.33
Olyphant,	9.07	12.57	6.49	7.20	1.42
Dickson,	9.13	1.03		7.27	1.50
Providence,	9.18	1.08	6.58	7.35	1.56
Green Ridge,	9.20	1.10	7.00	7.38	2.10
Scranton,	9.25	1.15	7.05	7.45	2.20
D.L. & W. Depot,	9.30	1.20	7.10		

Trains move North.

Stations.	No. 2.	4.	6.	10.
	A.M. Ex.	P.M. Ex.	P.M. Ex.	P.M. Ac.
D.L. & W. Depot,	10 10	2 00	7 35	
Scranton,	10 15	2 05	7 40	3 40
Green Ridge,	10 20	2 10	7 45	3 50
Providence,	10 23	2 13	7 48	3 55
Dickson,	10 28	2 18		4 08
Olyphant,	10 33	2 23	7 56	4 20
Peckville,	10 40	2 30		4 35
Archbald,	10 48	2 38	8 08	4 52
Gibsonburg,	10 56	2 46	8 16	5 20
Carbondale,	11 10	3 00	8 30	5 40

CONNECTIONS.

No. 7 train, at Green Ridge, with trains on the Lehigh & Susquehanna division of the Central Railroad of New Jersey, for Wilkes-Barre, Penn. Haven, Mauch Chunk and Philadelphia. No. 1, at Scranton, with the Del. Lack. & West. Railroad, for Manunka Chunk and Philadelphia; Dover, Paterson, Newark and New York; with the Lack. & Blooms. Railroad, for Plymouth; and at Green Ridge with L. & S. train for Wilkes-Barre.

No. 3 train, at Green Ridge, with through express for Philadelphia, and at Scranton with the D., L. & W. Railroad for the West and East, and the L. & B. Railroad, for Northumberland, Williamsport, Lock Haven, Harrisburg and Baltimore.

At Carbondale, via the Jefferson Branch, with trains on the Erie Railroad East and West.
R. MANVILLE, Sup't.

The Valley Road became, very quickly, an important link with the world beyond the Lackawanna Valley.

D&H trains at Green Ridge connect with trains on the Lehigh & Susquehanna division of the Central Railroad of New Jersey.

Timetable takes effect December 16, 1872

A new emphasis for the D&H: destinations beyond the Lackawanna Valley

The Carbondale passenger trains arrive at and depart from the DL&W depot. The accommodation trains from Carbondale arrive at and depart from the Vine Street station in Scranton. All of these trains traveled on the D&H steam line, the Valley Road.

DELAWARE AND HUDSON R. R.

→ Takes Effect Dec. 16th, 1872.

DAILY TRAIN BETWEEN SCRANTON AND COOPERSTOWN, SARATOGA SPRINGS, ALBANY AND TROY, N. Y.

No Change of Cars between Scranton and Albany.

→ TRAINS MOVING SOUTH.

	1. Pass. A. M.	3. Pass. P. M.	5. Pass. P. M.	7. Acc. A. M.	9. Acc. P. M.
Carbondale,	8.40	12.25	5.45	6.10	12.40
Gibsonburg,	8.52	12.37	5.57	6.30	1.00
Archbald,	9.00	12.45	6.05	6.40	1.15
Peckville,	9.06	12.51	6.11	6.50	1.23
Olyphant,	9.12	12.57	6.17	7.02	1.40
Dickson,	9.18	1.03		7.09	1.50
Providence,	9.30	1.03	6.30	7.16	1.57
Green Ridge,	9.26	1.11	6.34	7.20	2.00
Scranton,	9.30	1.15	6.38	7.28	2.10
D. L. & W. Depot,	9.35	1.20	6.43		

→ TRAINS MOVING NORTH.

	2. Pass. A. M.	4. Pass. P. M.	6. Pass. P. M.	8. Acc. A. M.	10. Acc. P. M.
D. L. & W. Depot,	10.20	2.25	7.30		
Scranton,	10.25	2.30	7.35	8.20	3.20
Green Ridge,	10.29	2.34	7.39	8.30	3.30
Providence,	10.32	2.37	7.43	8.35	3.50
Dickson,	10.37	2.42	7.48	8.50	3.58
Olyphant,	10.43	2.48	7.56	9.12	4.12
Peckville,	10.49	2.54	8.02	9.23	4.22
Archbald,	10.55	3.00	8.08	9.33	4.40
Gibsonburg,	11.03	3.08	8.16	9.42	4.52
Carbondale,	11.15	3.20	8.28	10.00	5.20

Connections of the Del. & Hud. and Albany & Susq. R. R.

GOING SOUTH.—At Green Ridge, with the L. & S. Division of the Central R. R. of New Jersey, for Wilkes-Barre, Penn Haven, Mauch Chunk, Allentown and Philadelphia.

At Scranton, with the Del., Lack. & West. R. R., East, for Manunka Chunk and Philadelphia; Dover, Paterson, Newark and New York; and West, for Binghamton, Syracuse and Oswego; also, with the Lack. & Blooms. R. R., for Northumberland, Williamsport, Lock Haven, Harrisburg and Baltimore.

GOING NORTH.—At Carbondale, via the Jefferson Branch, with the Erie R. R., East and West.

At Albany, with the Rensselaer & Saratoga R. R., for Saratoga Springs, Whitehall and Rutland.

The 10:20 A. M. Train from Scranton connects with Through Train to Albany, arriving at 8:20 P. M. Returning, leave Albany at 7:30 A. M., arriving at Carbondale at 5:40 P. M., Scranton 6:49

Connections of the D&H with many destinations, North and South

Carbondale Advance, June 28, 1873, p. 3.

New format for timetables, beginning in mid-1873.

The New Time Table.

A new time table goes into effect on the Del. & Hud. R. R. on Monday next.

Four first-class and two second-class passenger trains, daily, both ways, to and from Scranton.

→ Passenger Trains leave Carbondale for Scranton as follows: First Class Trains, at 8.30 A. M., 12.40, 3.20 and 5.35 P. M.—Second Class Trains, at 6.10 and 11.15 A. M.

This timetable went into effect on June 30, 1873.

Leave Scranton for Carbondale—First Class Trains at 9.50 A. M. and 1.22, 2.10 7.20 P. M.—Second Class Trains, at 8.10 A. M. and 2.30 P. M.

The 3.20 P. M. Train South, and 1.22 P. M. Train North is the Philadelphia and Saratoga Express, making its connection at Green Ridge, and making no stops between Carbondale and Green Ridge Depots.

The Philadelphia and Saratoga Express. "The 3.20 P. M. Train South, and the 1.22 P. M. train North is the Philadelphia and Saratoga Express, making its connection at Green Ridge, and making no stops between Carbondale and Green Ridge Depots." We will focus on this train in Volume XII in this series.

Improved Traveling Facilities.

The energetic management of the Del. Hud. C. Co. is giving us still improved traveling facilities. By the new time table which goes into effect on Monday next we are to have six Passenger Trains, daily, both ways—to and from Scranton.

"... The Philadelphia and Saratoga Express... makes the time between our depot [Carbondale] and Green Ridge in 28 minute."

→ One of these—The Philadelphia and Saratoga Express—makes the time between our depot and Green Ridge in 28 minutes.

Very few of our people ever anticipated an improvement like this. Carbondale on the great through route between Philadelphia and Albany and Saratoga—and making the distance to and from Scranton in less than 30 minutes.

"Very few of our people ever anticipated an improvement like this. Carbondale on the great through route between Philadelphia and Albany and Saratoga—and making the distance to and from Scranton in less than 30 minutes."

Time table in the old format, taking effect on November 10, 1873.

DEL. & HUD. R. R. TIME TABLE. **Taking Effect Nov. 10, 1873.**

TRAINS MOVING SOUTH.

STATIONS.	1.		3.		5.		7.	
	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
Albany.....					8.00			
Oneonta.....					11.37			
Nineveh.....					1.09			
Jefferson Junction.....					2.35			
Carbondale.....	8.30	12.40			4.50	6.10		
Gibsonburg.....	8.42	12.52			5.22	6.30		
Archbald.....	8.48	12.58			5.27	6.40		
Peckville.....	8.54	1.04			5.33	6.50		
Olyphant.....	9.00	1.08			5.38	7.02		
Dickson.....	9.06							
Providence.....	9.11	1.15			5.47	7.16		
Green Ridge.....	9.15	1.20			5.50	7.20		
Scranton.....	9.20	1.25			5.55	7.23		
D., L. & W. Depot.....	9.25	1.30			6.00			
Wilkes-Barre, via L. & S. RR.....	11.25	2.20			7.10	8.30		
Philadelphia, via L. & S. and N. P. RR.....	5.35	8.20				2.15		
D., L. & W. and P. RR.....	4.35	10.25						
New York, via D. L. & W. RR.....	8.45	9.00						
	P. M.	P. M.	P. M.	P. M.				

TRAINS MOVING NORTH.

STATIONS.	2.		4.		6.		8.	
	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
New York, via M. & E. and D., L. & W. RR.....		8.00						
Philadelphia, via P. RR. and D., L. & W. RR.....		7.30						
Via N. P. and L. & S. RR.....		7.10			9.45			
Wilkes-Barre, via L. & S. RR.....	8.00	12.40			4.00			
D., L. & W. Depot.....	9.50	2.20			7.20			
Scranton.....	9.55	2.25			7.25	8.05		
Green Ridge.....	9.59	2.30			7.30	8.20		
Providence.....	10.03	2.33			7.34	8.30		
Dickson.....	10.07	2.37			7.38	8.38		
Olyphant.....	10.13	2.42			7.46	9.05		
Peckville.....	10.19	2.47			7.52	9.14		
Archbald.....	10.25	2.56			7.58	9.25		
Gibsonburg.....	10.31	3.03			8.06	9.35		
Carbondale.....	10.43	3.15			8.18	9.54		
Jefferson Junction.....	1.10							
Nineveh.....	2.39							
Oneonta.....	4.25							
Albany.....	8.00							
	P. M.	P. M.	P. M.	P. M.				

CONNECTIONS.

GOING SOUTH.—No. 3 connects at Scranton with Train on D., L. & W. RR., for Binghamton and the West.
No. 1 connects with Train on the L. & B. RR., arriving at Pittston at 10.25, Kingston at 10.50 (connecting with Horse Cars for Wilkes-Barre), at Plymouth 11.01, and Nanticoke 11.12 a. m.
No. 3 with Train arriving at Pittston at 2.55, Kingston and Wilkes-Barre 3.25, Northumberland 6.20 p. m.
No. 5 with Train arriving at Pittston at 6.40, Kingston and Wilkes-Barre 7.12, Northumberland 10.12 p. m.
GOING NORTH.—No. 2 connects with Train on the Jefferson Branch for Susquehanna, connecting with Trains on Erie RR., East and West.
No. 4 with Train for Susquehanna.

R. MANVILLE, Supt.

D&H destinations
north of Lackawanna
Valley

Lackawanna Valley
destinations

D&H destinations
south and east of the
Lackawanna Valley

"The D. & H. C. Co. have commenced to build a new depot at Providence, about a quarter of a mile this side of the old one, on land given to the Company by Mr. H. B. Rockwell." (*Carbondale Leader*, April 12, 1873, p. 3)

Construction of the new Providence depot on Depot Street began in April, 1873. The building could have easily been completed in a few weeks. When this time table went into effect, November 10, 1873, the D&H depot on Depot Street was surely a reality.

"Going North.—[D&H Train] No. 2 connects with Train on the Jefferson Branch for Susquehanna, connecting with Trains on Erie RR. East and West."

On the Lackawanna & Bloomsburg Railroad at Kingston, one could connect with the horse cars for Wilkes-Barre.

A new D&H time table went into effect on April 1, 1880. Here is that time table:

Carbondale Advance, May 15, 1880, p. 3


NEW TIME TABLE.

On and after Thursday, April 1st, 1880, trains on the Delaware & Hudson Railroad will run as follows.

SARATOGA EXPRESS.

Leave Scranton for Saratoga at 6.20 a. m., arriving at Carbondale 7.00 a. m., Nineveh 9.25 a. m., Oneonta 10.55 a. m., Albany 2.00 p. m., Troy 2.25 p. m., Schenectady 1.50 p. m.; Saratoga 2.40.


Returning—Saratoga Express, leaves Troy 7.00 Albany 8.00, Oneonta 11.35 a. m.; Nineveh 1.15 p. m., Carbondale 3.25 p. m., arriving at Scranton 4.00 p. m.

 The above train now stops at stations on the Jefferson Branch.

CARBONDALE & SCRANTON PASSENGER TRAINS.

Trains leave Carbondale for Scranton at 6.20 and 9.20 a. m., and 12.30 3.25 and 4.50 p. m.

Trains leave Scranton for Carbondale at 9.30 and 10.00 a. m., and 2.8 and 6.20 p. m.

 9.30 a. m. train leaves Scranton from the old depot.

ERIE TRAINS ON JEFFERSON BRANCH.

No. 87—Leaves Carbondale at 11:00 A. M.—arrives at Susquehanna at 3:20 P. M.

No. 88—Leaves Susquehanna at 6.05 A. M.—arrives at Carbondale at 10:25 A. M.

GRAVITY RR. TO HONESDALE.

Leave Carbondale for Honesdale at 8:00 A. M. and 3:45 P. M.

Leave Honesdale for Carbondale at 6:40 A. M. and 3:00 P. M.

CARBONDALE POST OFFICE.

MAILS CLOSE.

For North, by Saratoga Express, 6:45 A. M. Honesdale, &c., 7:40 A. M. and 3:15 P. M. New York, Philadelphia, Wilkes-Barre, and all points on D. & H. RR. and D. L. & W. RR., East and South, 7:40 A. M.

New York, Philadelphia, and South and North by D. & H. and D. L. & W. RRs., 12.10 P. M.

Dundaff, &c., 3:15 P. M.

MAILS ARRIVE.

From Honesdale, 10:45 and 4:30 P. M.

From Scranton, New York, and all points on the D. & H. and D. L. & W. RRs., 11 A. M. and 8:10 P. M.

From Dundaff, 10:30 A. M.

From North, by Saratoga Express, 4:30 P. M.

P. S. JOSLIN, Postmaster.

Carbondale and Scranton passenger trains on the Valley Road

"The old depot" was the depot at Vine Street.

Gravity Railroad: two trains, both ways, Carbondale--Honesdale

The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro) will be the subject of Volume XI in this series.

The Journal, July 15, 1886, p. 3

Time table effective, July 15, 1886:

THE JOURNAL.

CARBONDALE, PA., JULY 15, 1886.

D. & H. C. Co.

Trains leave Carbondale for Scranton at 8.20 and 11.25 a. m., 3.45 and 5.20 p. m. arriving at Scranton at 9.10 a. m., 12.15, 4.30 and 6.10 p. m. Second class trains leaves this city, for Scranton at 6.35 and 10.55 a. m.

Trains leave Scranton for Carbondale at 5.20 and 9.55 a. m., 2.10 and 7.10 p. m., arriving in this city at 6.00 and 10.45 a. m., 3.00 and 8.00 p. m. Second class trains leave Scranton at 8.15 a. m. and 1.20 p. m., arriving here at 10.00 a. m. and 2.50 p. m.

Saturday evening only.—A passenger train leaves this city at 8.45, reaching Scranton at 9.37. Leaves Scranton at 11.00 and reaches this city at 11.51 p. m.

D. AND H. GRAVITY RAILROAD.

Trains leave this city for Honesdale at 8.00 and 11.45 a. m., 3.30 and 4.30 p. m., arriving in Honesdale at 9.15 a. m., 1.00, 4.45 and 5.45 p. m.

Trains leave Honesdale at 6.40 and 9.45 a. m., and 3.00 p. m., arriving at this city at 8.00 and 11.00 a. m., and 4.20 p. m.

Six daily passenger trains, both ways, Carbondale / Scranton. Also a Saturday night train both ways.

Four Gravity passenger trains daily to Honesdale; three Gravity passenger trains to Carbondale daily.

November 6, 1886: the D. & H. C. Co. assumed exclusive control of the former Union Railroad between Green Ridge and Wilkes-Barre.

Time table to go into effect, February 25, 1887:

New Time Table.

A new time table goes into effect on the Delaware & Hudson road to-morrow. The following is a summary of the new schedule:

With the D&H now in control of the line from Green Ridge to Mill Creek/Wilkes-Barre, the D&H is now offering direct passenger service from Carbondale to Wilkes-Barre.

Leave Carbondale for Scranton and Wilkes-Barre at 7.00, 8.20, 9.50, 11.20 a. m., 1.00, 3.46, 5.20, 8.15 p. m.

Arrive at Wilkes-Barre at 8.32, 10.00, 11.30 a. m., 12.50, 2.54, 5.11, 7.00, 9.50.

Leave Wilkes-Barre for Scranton and Carbondale at 7.50, 9.10, 10.30, a. m., 1.25, 2.25 to Green Ridge, 3.40, 6.10, 10.21 p. m.

Leave Scranton for Carbondale (Bridge street depot) at 8.40, 10.00, 11.20, a. m., 2.15, 4.35, 7.00, 10.08 p. m.

D. & W. depot—7.00, 8.40, 10.00, 11.45 a. m., 2.10, 5.00, 7.00 p. m.

Arrive at Carbondale from Scranton at 7.50 a. m., from Scranton and Wilkes-Barre at 9.29, 10.50 a. m., 12.31, 3.00, 5.47, 7.50, 11.50 p. m.

The seven Scranton to Carbondale passenger trains depart from the D&H Bridge Street depot.

"...the train leaving here [Carbondale] at 9:50 now runs through to Wilkes-Barre."

The principal new features of the table are, the train leaving here at 9:50 now runs through to Wilkes-Barre: a new train has been put on which runs only between Wilkes-Barre and Green Ridge, leaving the former place at 2.25 p. m. Another local passenger train between Green Ridge and Scranton has been put on. also three new Scranton freight trains, south bound leaving here at 11.25 a. m. and arriving in Scranton at 1 o'clock. and north bound leaving Scranton at 9.10 a. m. and 3 p. m. arriving at Carbondale at 10.35 a. m. and 4.40 p. m.

Timetable to go into effect March 17, 1890:

A NEW PASSENGER TRAIN.

It Will Go South From This City at
10:50 p. m.

Enterprising move
on the part of the
D&H: a night train
south, leaving
Nineveh at 8:35
P.M., arriving at
Carbondale at 10:50
P.M., arriving at
Wilkes-Barre at
12:25 A.M.

A new time table will go into effect next Monday on the Delaware and Hudson road, in which the Company has made one of the most enterprising moves in years. It is in the addition of a night train south the need of which has long been felt all through the valley, and which will undoubtedly pay the company well eventually, if not immediately. The train starts at Nineveh at 8:35 p. m., arrives at Jefferson Junction at 9:25, Forest City at 10:35, Carbondale at 10:50, Jermyn at 11:00 and Archbald at 11:05, reaching Scranton at 11:35 and arriving at its destination, Wilkes-Barre, at 12:25 a. m. This arrangement will make a fine route from Boston through to Wilkes-Barre with splendid connections, the A. & S. train leaving Albany at 4 p. m., connecting with this train.

It will especially benefit Carbondale since it will give persons down the valley an opportunity to spend the evening here and return home the same night. It will bring many parties from Archbald, Jermyn and Mayville to this city, and other pleasure parties which have heretofore been obliged to stay away or stay over night—and they generally stayed away—can now visit their friends here, enjoy a long call and get home in quite a seasonable time for bed.

The local train now leaving here at 6:20 p. m. will leave at seven o'clock.

These train are the only new features of the revised time table of the steam road. On the Gravity there is one slight alteration, the last train in the evening leaving Honesdale five minutes later—5:25—and arriving here five minutes later—6:50.

This new night train
will especially
benefit Carbondale.

One slight schedule
modification on the
Gravity Railroad: the
last train from
Honesdale now
leaves at 5:25 P.M.
and arrives at
Carbondale at 6:50
P.M.

Railroad Time Tables.

Ten trains daily
from Carbondale
to Scranton!

D. & H. C. Co.—Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a.m. and 1.00, 3.30, 5.20, 7.00, 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 7.00, 8.30, 10.10, 12.00 a. m., and 2.17, 3.30, 5.10, 7.25 and 11.13 p. m. Arrive at JERMYN 35 minutes later.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3.25 p. m., stopping at all stations on the Jefferson branch.

Nine trains daily
from Scranton to
Carbondale!

The Boston Express
leaves Scranton at
2:17 P.M. and arrives
at Carbondale at 3:05
P.M.

A train known as the Boston Express will leave Scranton at 2:17 p. m., arriving at Carbondale at 3:05; leave at 3:13 arriving at Nineveh 5:18, stopping at all stations on the Jefferson branch.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.10 and 6.00 p. m.

Six passenger trains,
daily, both ways,
Carbondale to Honesdale
on the Gravity Railroad.

Leave Honesdale for Carbondale at 6.50, 9.30 and 11.20 a. m., and 1.20, 3.30 and 5.25 p. m.

ERIE.—Trains on the Carbondale Branch leave Carbondale for Susquehanna at 8.05 and 10.00 a. m. and 7.15 p. m. (connecting with fast trains east and west). Leave Susquehanna at 6.30 a. m. (express) 8.05 a. m. and 5.25 p. m., arriving at Carbondale at 9.35 a. m., 12.05 and 6.50 p. m. Trains on main line leave Susquehanna Eastward *1:00, 5:20, 8:00, 11:20 a. m., 5:20 p. m. arriving at New York 7:30, 11:07 a. m. 3:27, 5:22, 11:07 p. m. Westward *12:01, 3:05, 5:30 a. m. 3:29, 9:00 p. m. for Hornellsville, Buffalo, Salamanca and the West Daily.

A Sunday special train has been put on the Branch, leaving Carbondale 8:30 a. m.; returning, leave Susquehanna at 4.15 p. m., arriving at Carbondale at 5.45.

Two trains daily,
Carbondale to
Honesdale to
New York City

For New York via Honesdale, leave Carbondale on Gravity trains at 9.40 a. m. and 3.10 p. m. arriving in New York at 5.07 and 11.15 p. m.

D. L. & W. trains leave Scranton for New York and Philadelphia at 1.50, 2.55, 5.19, 8.00 and 9.50 a. m., 1.03 and 4.31 p. m.; arrive at New York 7.10, 8.30, 10.04 a. m. and 12.30, 3.00, 5.30 and 9.00 p. m. arrive at Philadelphia at 9.55 a. m., 1.20, 3.50, 7.30 and 9.30 p. m. Leave Scranton for Buffalo at 2.15 a. m., 1.42, 11.50 p. m., for Elmira at 6.15 p. m.; for Binghamton at 8:10 a. m. and 12.44 p. m.

Railroad Time Tables.

Ten D&H trains daily from Carbondale to Scranton on the Valley Road

Delaware & Hudson C. Co.

Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a. m. and 1.00, 3.30, 5.20, 7.00 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 7.00, 8.30, 10.10, 12.00 a. m., and 2.17, 3.30, 5.10, 7.25 and 11.13 p. m. Arrive at JERMYN 25 minutes later.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3.25 p. m., stopping at all stations on the Jefferson branch.

* train known as the Boston Express will leave Scranton at 2:17 p. m., arriving at Carbondale at 3:05; leave at 3:13 arriving at Nineveh 5:18, stopping at all stations on the Jefferson branch.

D. & H. Gravity R. R.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.10 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50 9.30 and 11.20 a. m., and 1.20, 3.30 and 5.25 p. m.

N. Y., Ontario & Western.

Ontario & Western trains leave Carbondale for Scranton at 6.55, 8.35, 10.20 a. m., and 2.00, 3.30 5.05 and 9.30 p. m.

Trains arrive in Carbondale from Scranton at 7.30, 9.10, 11.57 a. m., and 1.40, 4.30, 7.00 and 11.30 p. m.

For New York via Hancock—leave Carbondale at 11.57 a. m., arrive in New York at 7.15 p. m.

From New York—train leaves New York at 7.50 a. m., arriving in Carbondale at 3.30 p. m.

Trains between Carbondale and Hancock leave Carbondale at 7.30 and 11.57 a. m. (New York express).

Trains for Forest City leave Carbondale at 7.30 and 11.57 a. m.

Trains leave Forest City for Carbondale at 8.18 a. m., and 3.15 p. m.

Ontario & Western trains leave Jermyn for Carbondale 7:18, 8:59, 11:46 a. m. and 1:28, 4:19, 6:42 and 11:12 p. m.

Leave JERMYN for Scranton at 7:06, 8:46, 10:31 a. m. and 2:11, 3:40, 5:15, 9:40 p. m.

N. Y., L. E. & W. R. R.

Trains on the Carbondale Branch leave Carbondale for Susquehanna at 8.05 and 10.00 a. m. and 7.15 p. m. (connecting with fast trains east and west). Leave Susquehanna at 6.30 a. m. (express) 8.05 a. m. and 5.25 p. m., arriving at Carbondale at 9.35 a. m., 12.05 and 6.50 p. m. Trains on main line leave Susquehanna Eastward *1:30, 5:20, 8:00, 11:20 a. m., 6.05 p. m. arriving at New York 7:30, 11.07 a. m. 3.37, 5:22, 10:37 p. m. Westward *12.01, 3:05, 5:30 a. m. 3:29, 9:00 p. m. for Hornellsville, Buffalo, Salamanca and the West Daily.

A Sunday special train has been put on the Branch, leaving Carbondale 9.35 a. m.; returning, leave Susquehanna at 5.25 p. m., arriving at Carbondale at 6.45.

For New York via Honesdale, leave Carbondale on Gravity trains at 7.55 a. m. and 3.10 p. m. arriving in New York at 5.07 and 11.15 p. m.

Del. Lack. & Western.

D. L. & W. trains leave Scranton for New York and Philadelphia at 1.50, 2.55, 5.19, 8.00 and 9.50 a. m., 1.03 and 4.31 p. m.; arrive at New York 7.10, 7.30, 10.04 a. m., and 12.30, 3.00, 5.30 and 9.00 p. m. arrive at Philadelphia at 9.55 a. m., 1.20, 5.30, 7.30 and 9.30 p. m. Leave Scranton for Buffalo at 2.15 a. m., 1.42, 11.50 p. m., for Elmira at 6.15 p. m.; for Binghamton at 8:10 a. m. and 12.44 p. m.

Six trains daily, both ways, Carbondale / Honesdale, on the Gravity Railroad

New York, Ontario & Western trains from Carbondale to and from, Jermyn, Scranton, Forest City and New York City.

"Trains between Carbondale and Hancock leave Carbondale at 7.30 and 11.57 a.m. (New York express)."

J. E. Childs was the General Manager of the Scranton Division, which was in operation on July 21, 1890.

Three trains daily, both ways, Carbondale / Susquehanna, on the New York, Lake Erie and Western Rail Road, with a Sunday special train, leaving Carbondale at 9:35 a.m.; returning, leave Susquehanna at 5.25 p.m., arriving at Carbondale at 6:45 p.m. The return trip to Carbondale on this Sunday train from Susquehanna was accomplished in one hour and twenty minutes!

Delaware & Hudson Railroad Timetable, effective May 29, 1892:

Delaware & Hudson Railroad.

MAY 29, 1892.

Thirteen
passenger trains
daily from
Carbondale to
Scranton.

→ Trains leave Carbondale for Scranton at 7.00, 8.00, 9.00, 10.00, 11.10, a. m. and 12.46, 2.00, 3.00, 4.13, 5.00, 7.00, 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

The Saratoga
Express and the
Boston Express

* Trains leave Scranton for Carbondale at 5.40, 7.00, 8.30, 10.10 a. m. 12.00 and 2.17, 3.25, 5.10, 6.20 and 9.35 p. m. From Bridge street depot 2.03 a. m. 7.16 and 11.13 p. m. Arrive at JERMYN 35 minutes later.

→ Saratoga express leaves Carbondale for Saratoga, Albany and the north at 6.25 a. m.; arrive at Carbondale from Albany and Saratoga at 4.10 p. m. and 10.48 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 2.17 p. m., arriving at Carbondale at 3.00; leave at 3.05 arriving at Nineveh 5.00, stopping at all stations on the Jefferson branch.

Six Gravity
Railroad
passenger trains
daily, both ways,
Carbondale /
Honesdale

→ **D. & H. Gravity R. R.**

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.30 and 11.05 a. m., 1.25, 3.09, and 6.00 p. m.

Leave Honesdale for Carbondale at 7.25, 9.25 and 11.15 a. m., and 1.25, 3.30 and 5.30 p. m.

Delaware and Hudson Railroad Timetable, Effective May 14, 1899:

After 1894, when the D&H Lackawanna Avenue station opened, D&H passengers were no longer received at the DL&W station on Lackawanna Avenue.

DELAWARE AND HUDSON RAILROAD.

May 14, 1899.]

Fourteen
passenger trains,
week days and
Saturday,
Carbondale to
Scranton and
Wilkes-Barre

Trains will leave Carbondale as follows;
For Scranton and Wilkes-Barre: 6:05, 7:05, 8.00
9.00, 10.00, 11.20 a. m., 12.45, 1.42, 2.50, 3.49, 5.05,
7.05, 10.00 10.50 p. m.
Sunday trains leave 8.56, 11.21 a. m., 1.16, 2.4
5.01, 7.06 p. m.
For Albany, Saratoga, Montreal, Boston New
England points, &c., 7.00 a. m., 3.50 p. m. (daily)
For Waymart and Honesdale: 7.13, 11.01 a. m.,
3.09, 6.08 p. m.
For New York, Philadelphia, &c, via Lehigh
Valley R. R., 6.05, 11.20, a. m., 12.45, 1.42, 8.45,
(with Black Diamond Express) 10.50 p. m.
For Western points via Lehigh Valley R. R.
7.05, 11.20 a. m., 2.50, (with Black Diamond Ex-
press) 10.00 10.50 p. m.
For Pennsylvania Railroad points: 6.05, 9.00
a. m., 1.45, 3.49 p. m.
For New York, Philadelphia, &c., via Dela-
ware, Lackawanna & Western: 7:05, 9:00, 10:00
11:20 a. m., 10.50 p. m.
For Elmira, Buffalo and Western points, via
Delaware Lackawanna & Western: 8:00 a. m.,
12:45, 5:05, 10:50 p. m.
Trains will arrive at Carbondale from Wilkes-
Barre and Scranton as follows: 6:57, 8:31, 9:31,
10:51 a. m., 12:38, 2:00, 3:00, 4:30, 6:05, 7:05, 8:35, 9:55,
11:38 p. m., 1:54 a. m.
Sunday trains arrive 9:42 a. m., 12:10, 2:59, 4:59,
6:24, 10:30 p. m.
J. W. BURDICK, G. P. A., Albany, N. Y.
H. W. CROSS, D. P. A., Scranton, Pa.
For complete information relative to ticket
rates and routes to all points in the United States
and Canada, address,
H. W. CROSS, D. P. A., Scranton, Pa

Trains for
everywhere from
Carbondale,
available to D&H
passengers

D&H: Vine Street to Lackawanna Avenue

The Vine Street station: In preparation for a defining moment in the history of the D&H, the opening of the Valley Road from Carbondale to Lackawanna Avenue in downtown Scranton, the D&H surely recognized the customer-service and financial importance of presenting both a comprehensive and a first-class venue for passengers traveling on the Valley Road to Scranton. An important part of that customer-service/image presentation would, without doubt, have been first-class passenger vehicles and legitimate stations, with amenities for passengers, along the entire route. Not to have a passenger depot of its own in downtown Scranton would have been unthinkable for the D&H. As such, I shouldn't wonder if the Vine Street station was erected in 1871, when the D&H tracks were extended from Vine Street to Lackawanna Avenue.

In the article on the opening of the D&H Lackawanna Avenue station in 1894, we read: "The Vine street station was built in 1874, when the contract was made with the D. L. & W. for the reception of D. & H. passengers. . ." As we have demonstrated above (using the D. G. Beers 1873 map and D&H timetables published in Carbondale newspapers), the year "1874" in that article is incorrect. How did that error get into print? It's anyone's guess. Did the journalist or the newspaper typesetter mis-read 1871 for 1874? We'll never know the answer to that question. We do know, to be sure, that the D&H were excellent record keepers and the correct date was surely recorded in whatever records the journalist in question was looking at when he wrote the article.

The agreement between the D&H and the DL&W for the reception of D&H passengers at the DL&W depot on Lackawanna Avenue remained in effect from August 10, 1871 to 1894, when the D&H depot on Lackawanna Avenue in Scranton opened, and passengers from the upper Lackawanna Valley could travel directly, in D&H passenger cars on D&H tracks, to Lackawanna Avenue.

Most interestingly, the first and the last conductor on these D&H passenger trains at the DL&W station, in 1871 and 1894, respectively, was Elliott Skeels. This we know from the article on the new D&H Depot on Lackawanna Avenue that was published in a Carbondale paper—probably the *Leader*—on Tuesday, July 31, 1894:

“NEW D. & H. DEPOT . . . The efficient and genial railroad official Elliott Skeels was the conductor of the first Delaware and Hudson passenger train to arrive at the Delaware, Lackawanna & Western station in Scranton [in 1871]. He was also conductor of the last [D&H] train to leave there [in 1894]. This was at 9:30 Saturday evening and Mr. Skeels' farewell to the station employees at that point was said to be an affecting one. The arrival and departure of the Delaware & Hudson trains from the Delaware, Lackawanna & Western station was no little factor in the life of that place. The trains were so numerous that they gave an animation to the station, the loss of which will now be quickly noticed. It will be remembered that a few years ago

the number of trains between this city [Carbondale] and Scranton was doubled. This occasioned much more work among the employees at the latter station and some little grumbling. The trains all had to go around the Y [wye] at Lackawanna avenue and the feelings of the station employes at that time were best expressed by a baggage man who said 'It's nothing but those Carbondale trains going around here now.' "

Here is a detail from *City Atlas of the City of Scranton Pennsylvania*. G. M. Hopkins, Philadelphia, 1877, showing the final section of the D&H tracks of the Vine Street branch to the DL&W depot on Lackawanna Avenue. Map in the collection of the Lackawanna Historical Society.

Detail from the *City Atlas of the City of Scranton, Pennsylvania*. G.M. Hopkins, Philadelphia, 1877, map in the collection of the Lackawanna Historical Society, showing continuation of D&H rail line from Vine Street station to DL&W station on Lackawanna Avenue.

D&H line from Vine Street to DL&W station

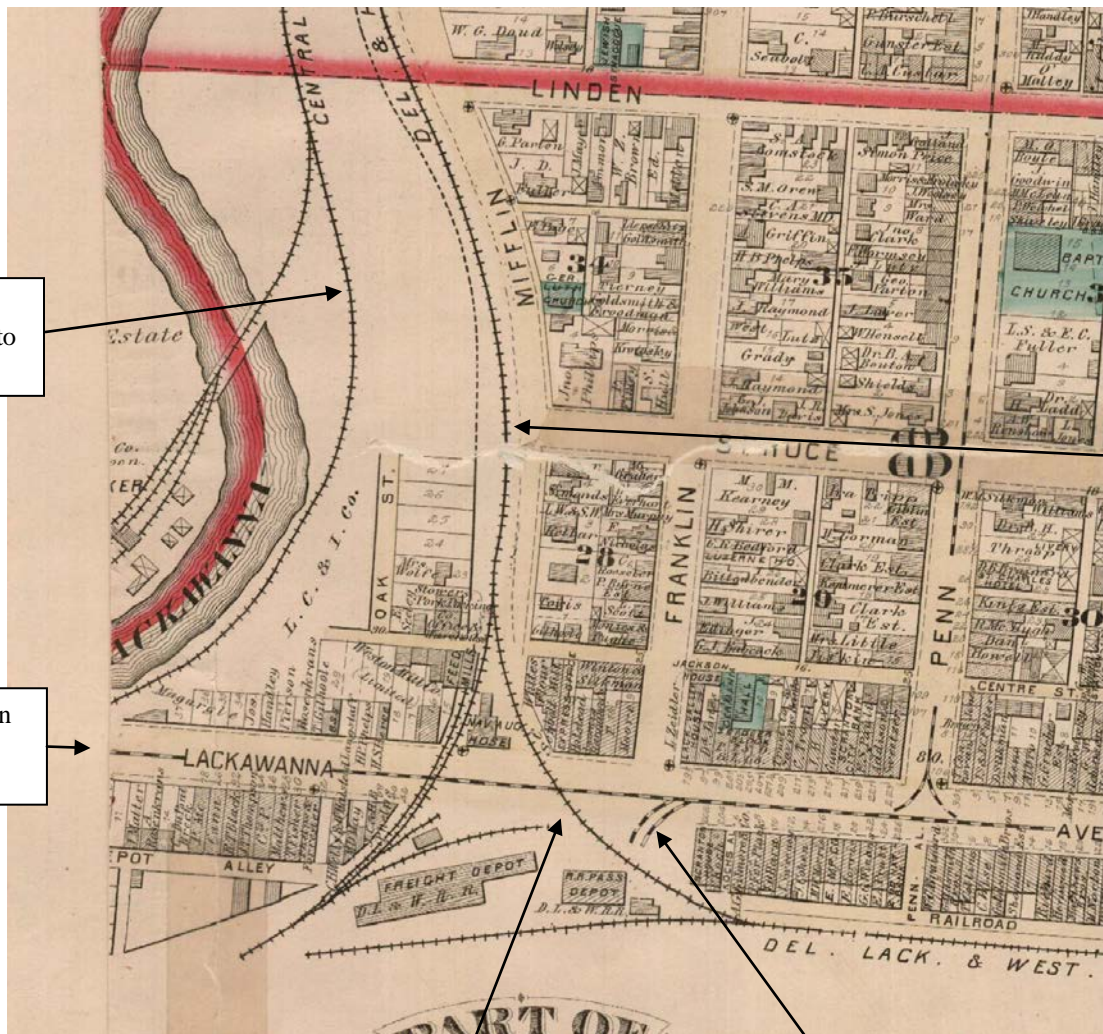
Line from Green Ridge to Wilkes-Barre

Horse car line on Lackawanna Avenue

D&H tracks from Vine Street to DL&W depot on Lackawanna Avenue. The D&H steam engine and passenger cars were brought down and taken through the wye, with a stop at the passenger depot. With the engine thus turned around, the D&H train then began its journey north to Carbondale.

Wye at DL&W station for turning around D&H trains from Vine Street branch; see Railroad Note on page 81.

Horse car lines direct to the DL&W depot



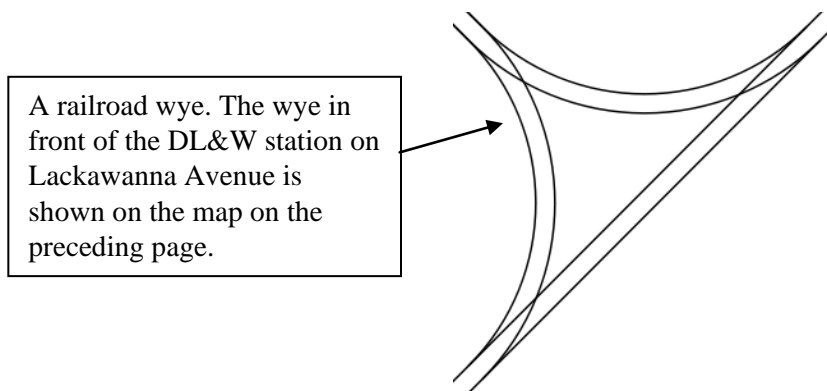
The arrival and departure of D&H trains at the DL&W station: the D&H trains all had to go around the wye at Lackawanna Avenue.

Railroad Note:

A wye or triangular junction is a triangular shaped arrangement of rail tracks with a switch or set of points at each corner. In mainline railroads, this can be used at a rail junction, where two rail lines join, in order to allow trains to pass from one line to the other line.

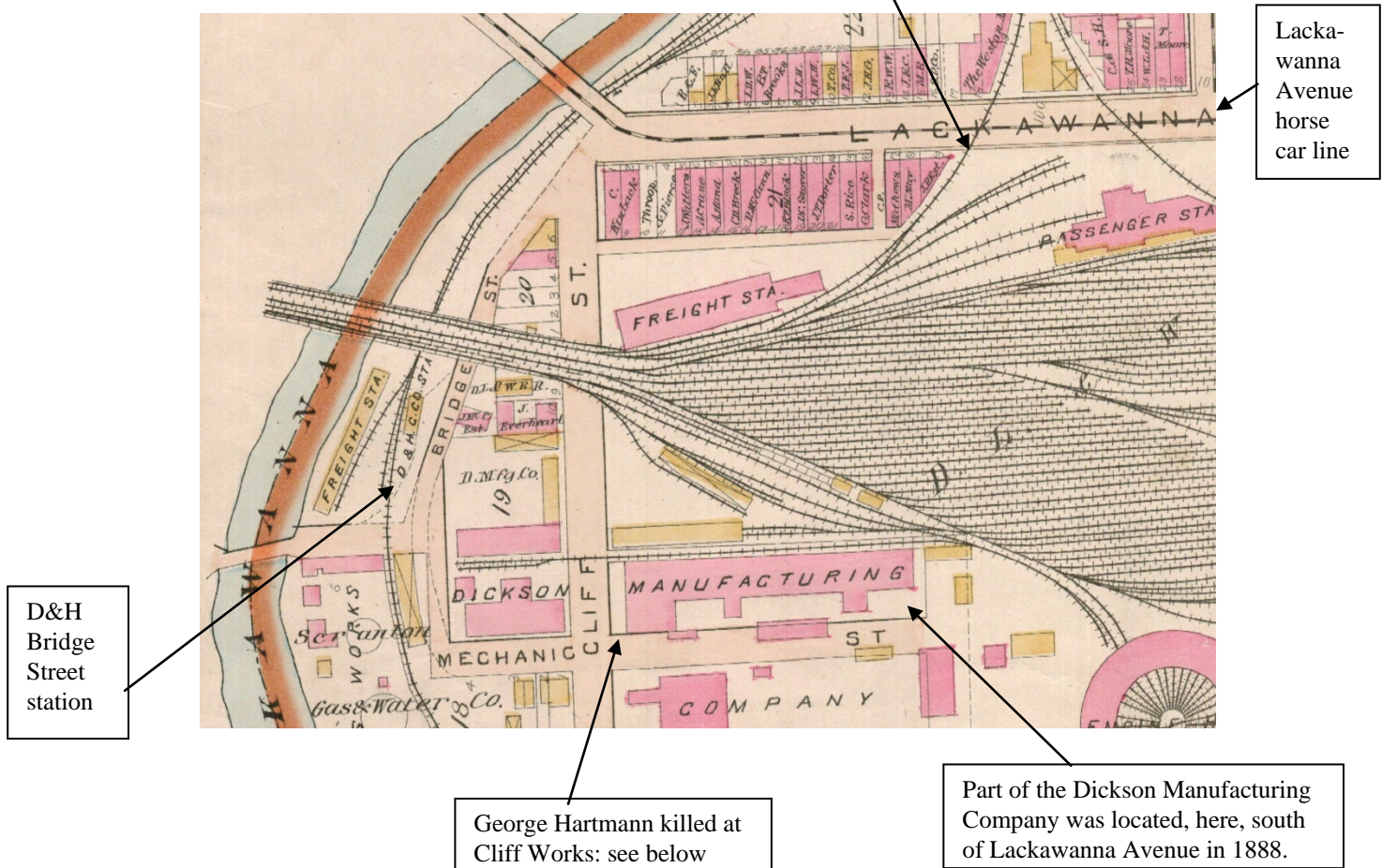
Wyes can also be used for turning railway equipment. By performing the railway equivalent of a three-point turn, the direction of a locomotive or railway vehicle can be swapped around, leaving it facing in the direction from which it came. Where a wye is built specifically for turning purposes, one or more of the tracks making up the junction will typically be a stub siding.

Tram or streetcar tracks also make use of triangular junctions and sometimes have a short triangle or wye stubs to turn the car at the end of the line.



Given below is a detail of the *Atlas of the City of Scranton and Borough of Dunmore*, published by L. J. Richards & Co., Philadelphia, PA, 1888, showing a larger view of the wye in front of the DL&W depot in Scranton.

The wye in front of the DL&W station on Lackawanna Avenue. It was here that engines on the D&H's Vine Street branch were turned around for the return trip north to Green Ridge and all points North.



George Hartmann was killed in a terrible accident at the Cliff Works of the Dickson Manufacturing Company in 1869:

"FEARFUL DEATH. / Yesterday, just before noon, as Mr. George Hartmann, a machinist in the employ of the Dickson Manufacturing Co, at the Cliff Works, was engaged on a ladder in adjusting a belt upon a pully on the line shaft, his hand or clothing caught in the shafting, and in

a moment he was carried bodily around the shaft, like a coil of rope, and before the machinery could be stopped, he had received dreadful injuries. His right arm was torn off at the elbow and the flesh stripped from the upper arm; his left arm was nearly torn from the socket; his thigh fractured, and he received severe internal injuries, from the effect of which he died about 4 o'clock. The wonder is that he lived a moment after the machinery stopped. He leaves a wife, and a family of nine dependent children. He had wrought at the Cliff Works for four or five years. Dr. Squires attended him." (*Carbondale Advance*, December 4, 1869, p. 3)

More on the Dickson Manufacturing Company:

Officers and directors of the Dickson Manufacturing Company in 1882:

"Dickson Manufacturing Company. / At the annual meeting of the stockholders of the Dickson Manufacturing Company, held at their office in Scranton, on Wednesday, May 31st, Hon. Lewis Pughe, was called to the chair, and Wm. H. Perkins appointed Secretary. The following directors were elected for the ensuing year: / Thomas Dickson, J. J. Albright, George L. Dickson, J. C. Platt, W. W. Manness, W. W. Scranton, William Connell, James P. Dickson, W. R. Storrs, H. M. Boies, B. G. Clark. The Board then organized by the election of Col. H. M. Boies, President; James P. Dickson, Vice-President, and Wm. H. Perkins, Secretary and Treasurer. Mr. George L. Dickson, the retiring president, made a good report of the business for the past year, showing it to be one of the most prosperous establishments in the country. It has from its first organization been managed with great skill and judgment." (*Carbondale Advance*, June 3, 1882, p. 3)

Dickson Manufacturing Company ad in the *Carbondale Advance*, September 22, 1883, p. 1

DICKSON MANUF'G CO.,
SCRANTON, PA., Manufacturers of En-
gines Boilers and Machinery of every de-
scription, and dealers in all kinds of Hard-
ware, Nails, Iron and Steel, Gas Pipe, Steam
and Water Fittings, and Engine Furnishings
generally. Also manufacturer of Stoves,
Tin and Sheet Iron Ware.

James P. Dickson elected president of the Dickson Manufacturing Company in 1886:

“THE DICKSON MANUFACTURING CO. / A Radical Change in the Management, Which Promises a Return to Prosperity. / The annual election of the Dickson Manufacturing Company was held Wednesday afternoon. For some time past rumors have been afloat on the street that a change of management was imminent. The reasons given were that under the present administration a heavy outlay had been incurred for improvements with no corresponding results. The expenses of the concern had been increased by the addition of high priced officials, and the long looked for contracts were not forthcoming. Under these circumstances, the result of yesterday’s election was looked forward to with some interest, not only by many who were concerned in the institution in the way of dividends, but also by all our citizens who looked to see so great a corporation engaged in works that should actively employ a very large force of men. The rumors pointed to George L. Dickson or his nephew, James P. Dickson, as the successor of Colonel H. M. Boies. G. L. Dickson, however, positively declined to again accept the office which he had filled for so many years with credit to himself and with entire satisfaction to the stockholders. James P. Dickson was elected president. He is thoroughly familiar with the needs and capacities of the company, having been for years in charge of the Wilkes-Barre department, and having a fondness for machinery which amounts almost to a mania. The company should prosper under his management.—*Scranton Republican*.” (*Carbondale Leader*, June 11, 1886, p.4)

0809

D&H passengers to DL&W depot, 1871-1894

In 1871, the D&H entered into a contract with the DL&W for the reception of D&H passengers at the DL&W station on Lackawanna Avenue, Scranton. The first D&H passengers were received at the DL&W depot on August 10, 1871. That contractual arrangement remained in effect until 1894, when the D&H opened its own station on Lackawanna Avenue.

Here is an article, titled “The New D. & H. Station,” that was published in a Scranton paper in July, 1894, (probably on the 28th or the 29th) at the time the 1894 D&H station opened:

“When placed in contrast with the present station of the company at Bridge street, the new building [on Lackawanna Avenue] is as a stately mansion compared with a rural habitation. The service at the Bridge street and Vine street stations, will be concluded at 12 o’clock to-night, and the first train to leave the new station will be the Saratoga express, which departs at 5 o’clock Monday morning; and thereafter the passenger service of both stations will be conducted from the new station, and no more D. & H. passenger trains will run into the D. L. & W. depot. At the old station on Bridge street a freight service will be continued from the new freight houses erected on the east bank of the river, and the present Vine street station will be used as a store house for the keeping of books and other company documents held in this city. The service at the Vine street station has been small from a passenger or freight standpoint, but the building was

used as the Scranton office of the company, and general freight agent of the western and southern divisions, Mr. Thomas F. Torrey of New York, was stationed there while in this city. It was only in extreme cases, such as excursions or events begetting heavy travel that the station did any considerable passenger business. / The Vine street station was built in 1874, when the contract was made with the D. L. & W. for the reception of D. & H. passengers and a memorable history of the company was deposited in the corner stone of the building April 30, of that year. / THE BRIDGE STREET STATION. / The present Bridge Street station was built by the Union Railroad company of Wilkes-Barre, in 1866, and the railroad from Green Ridge to Wilkes-Barre a distance of nineteen and one-half miles was also built and operated by the latter company and afterward leased to the D. & H. The transfer of the road has not been formally made but the stock of the Union Railroad company is now all absorbed by the D. & H. Co., which virtually makes that portion of the railroad D. & H. property. The road was run through this city [Scranton] about one year after the destruction of the D. L. & W. trestle by fire, and the subsequent building of the present stone bridge. / TROUBLE WITH THE CITY. / When the company decided to erect a new passenger station [the one that opened in July 1894] near the Lackawanna avenue bridge during the incumbency of Mayor [John H.] Fellows [1890-1893], considerable litigation resulted between the city and company because of the latter's alleged encroachment on a retaining wall built on city property. / The company was temporarily enjoined from erecting the building on the ground in dispute and subsequently the injunction was made permanent and the thirty inch space declared city property. / Apropos of this dispute and seemingly as a means of retaliation the company shortly afterward disputed the right of the Columbus Bridge company to place supports on its tracks while the eastern span of the Lackawanna avenue bridge was being constructed and one Sunday afternoon attempted to pull out the timbers placed on the track with an engine and car with connecting chain. This action resulted in the arrest of the engineer and some of the train hands, who were subsequently released on bail furnished by Mr. George L. Dickson, and the friction between the corporation and the city officials subsided after that incident. . .”

0810

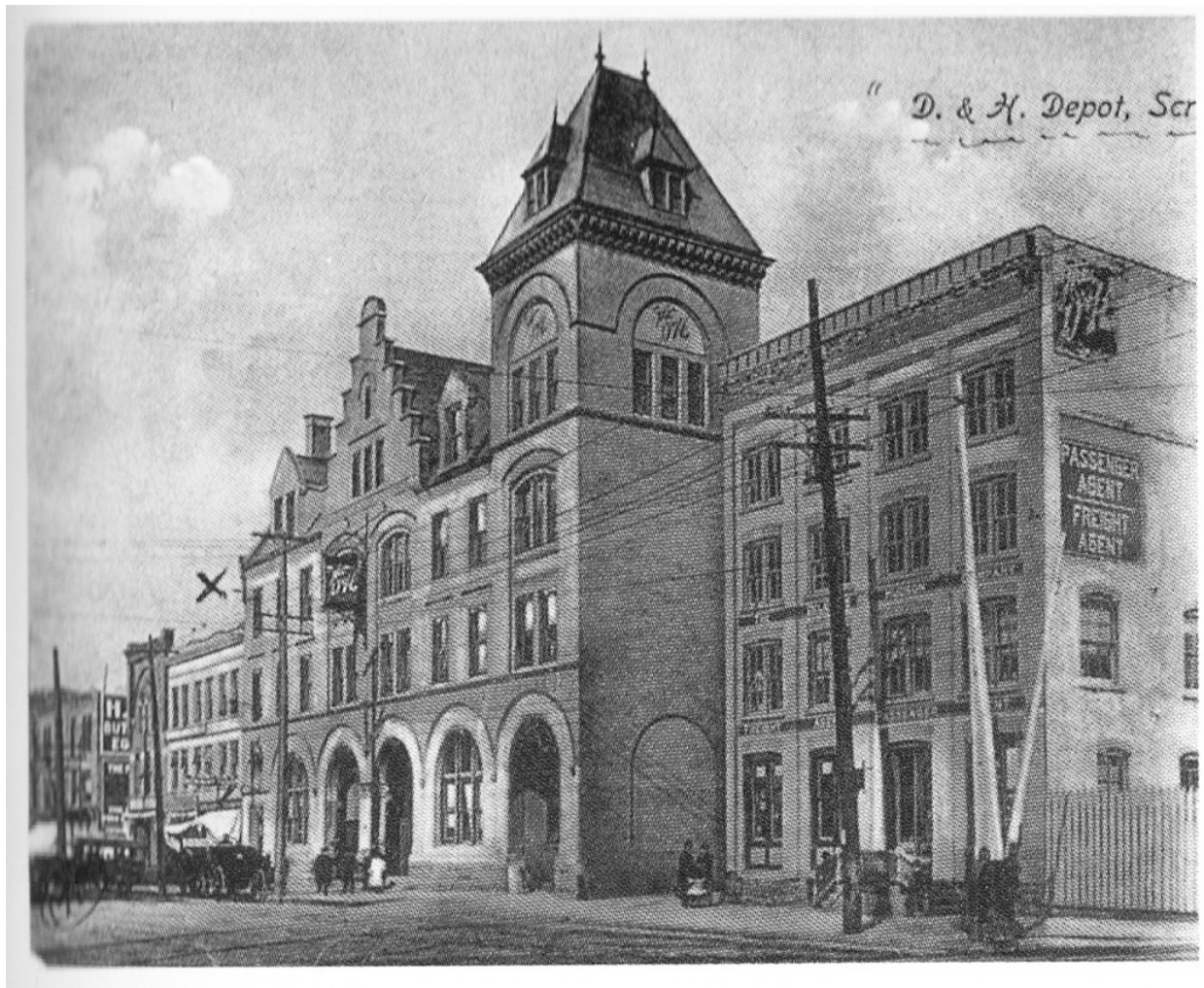
1894 D&H Station on Lackawanna Avenue, Scranton

The 1894 D&H station is described as follows in *Scenes Along The Rails*. Volume I: The Anthracite Region of Pennsylvania. Part 1, by John W. Hudson, II and Suzanne C. Hudson. (Depot Square Publishing, Loveland, Ohio, 1996, p. 29):

The Delaware & Hudson Company station stood on Lackawanna Avenue in downtown Scranton, directly across the street from the original Delaware, Lackawanna & Western Railroad depot. The D&H station was located at the end of a short spur that climbed west up the side of the Lackawanna River ravine on the north side of the business district. This four-story building, shown in 1908, was quite impressive but so were most of the depots in the city of Scranton. The structure featured arched windows and doorways on the ground floor, a Flemish-inspired gable, and a two-story tower. The scripted D&H logo adorns the tower as well as a sign mounted on the

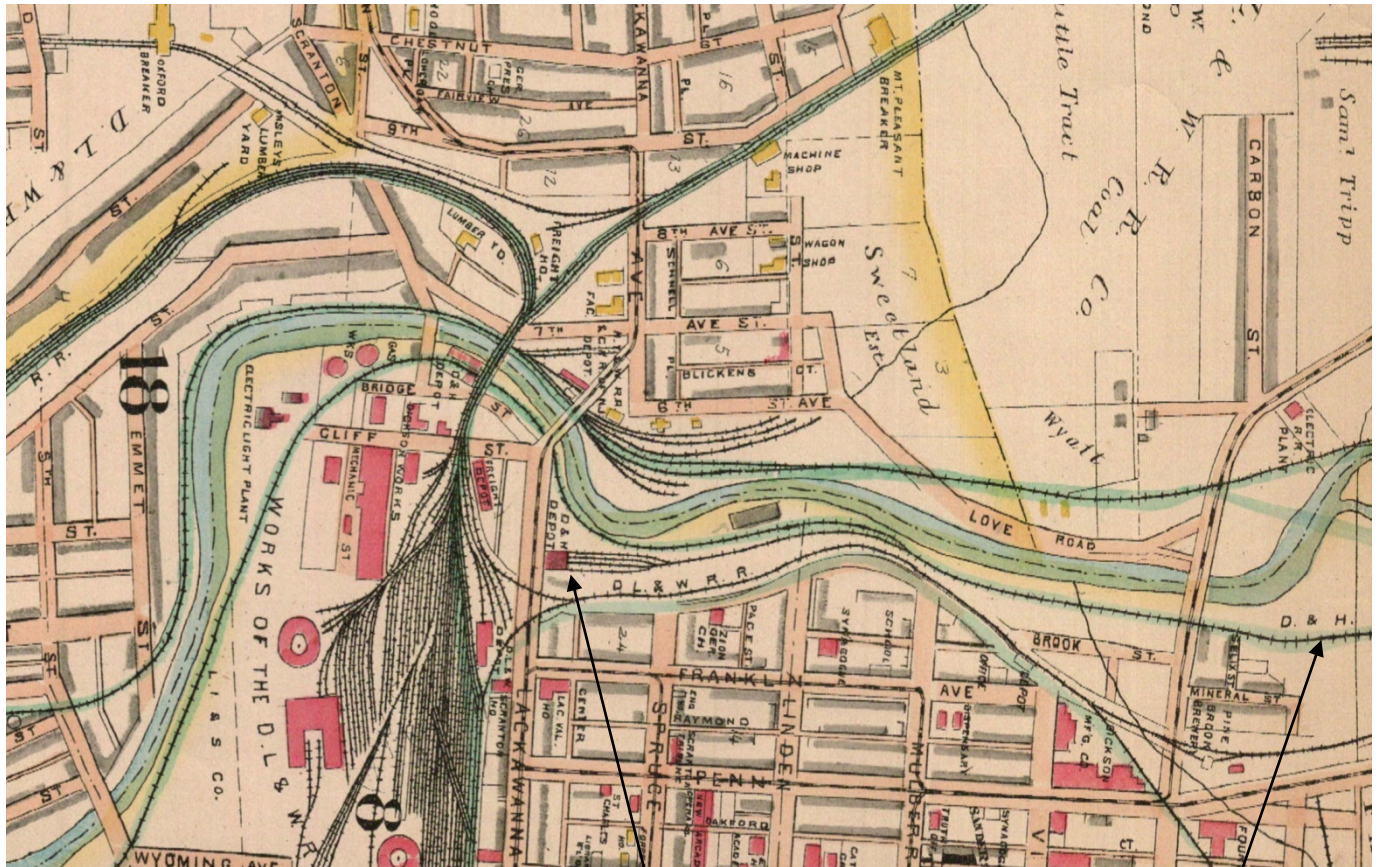
front of the station. The passenger and freight agents occupied the adjacent office building. / The Delaware & Hudson serviced many of the leading corporations in Scranton. Among them were: The Paragon Plaster & Supply Company, the Scranton Button Company, The Wrought Iron Company of America, The anthracite Bridge Company of South Scranton, the Schoonover Glass Company, the Scranton Lace Company, and the Sauquoit Silk Manufacturing Company.

Here is the photo of the D&H station that accompanies that description:



The first train to depart from this new D&H station on Lackawanna Avenue was the Saratoga Express, which departed at 5 A.M. on Monday, September 30, 1894.

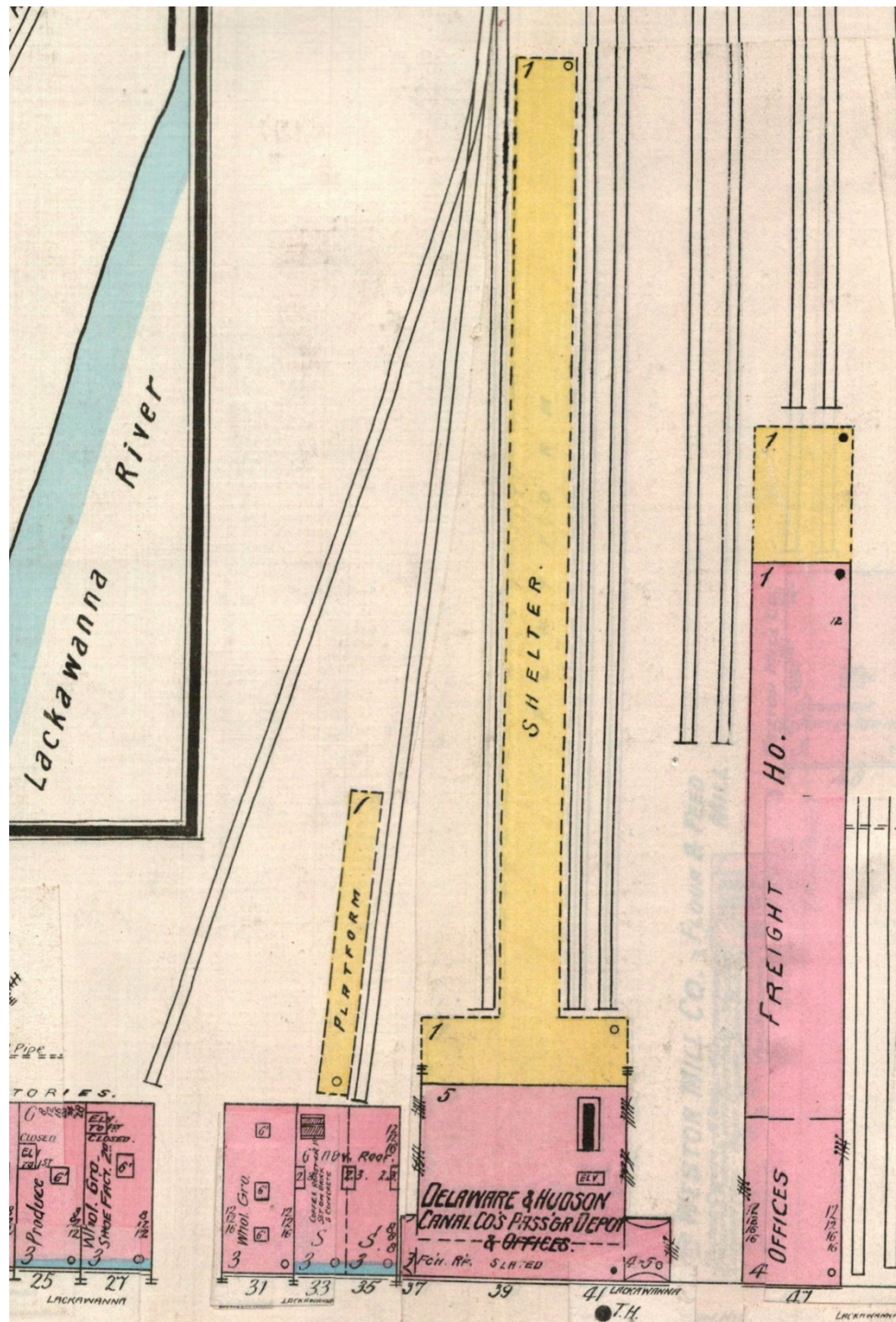
Here is broad view of the City of Scranton from *Atlas of the Wyoming & Lackawanna Valleys & Map of Luzerne & Lackawanna Counties, Penna.* by G. N. Baist, 1894. The D&H station is located on Lackawanna Avenue, across from the DL&W station.



D&H station on
Lackawanna Avenue

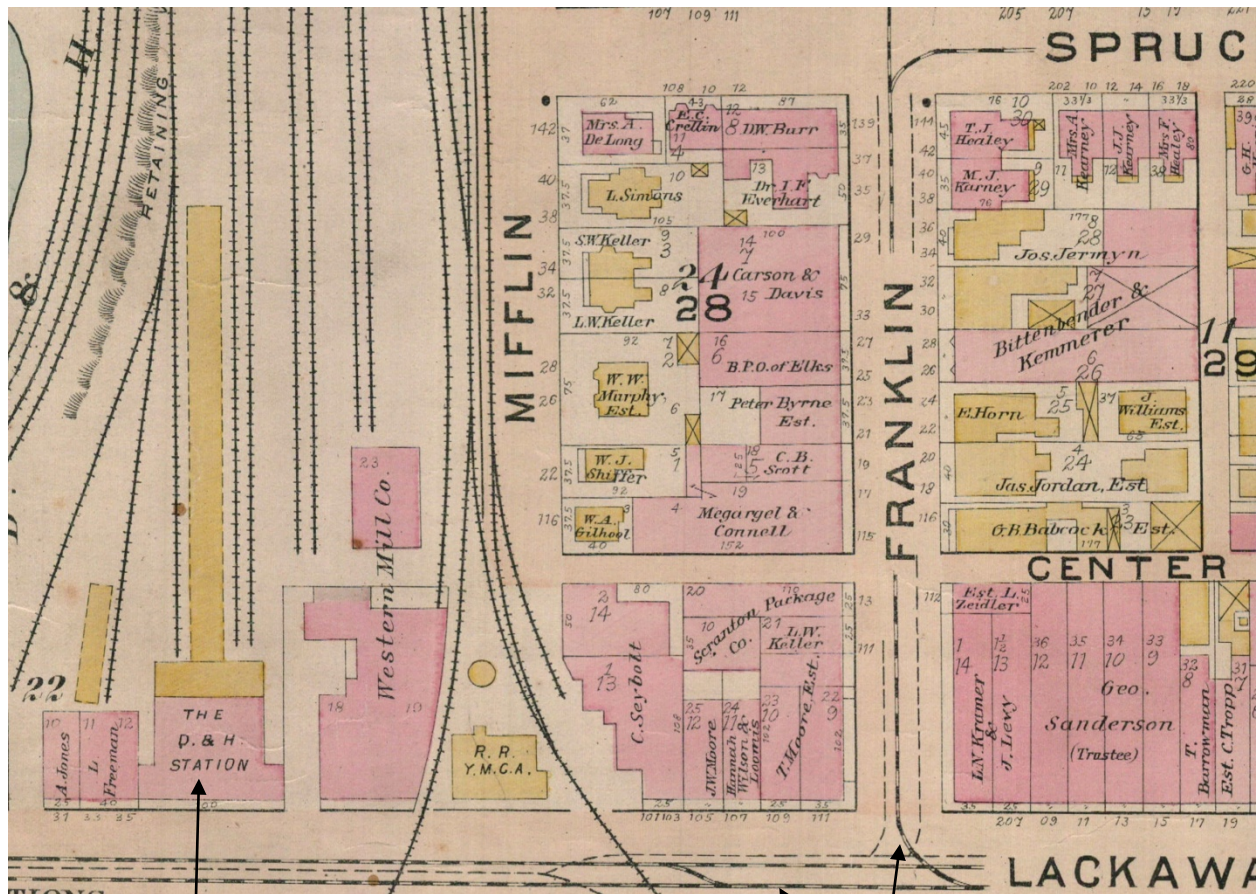
Vine Street branch of
the D&H

The D&H operations on Lackawanna Avenue in 1898 are shown on the detail given below from Sanborn-Perris Map. Co.'s map of *Scranton Pennsylvania, including Dunmore*, 1898.



Delaware & Hudson Canal Co's Pass'gr Depot & Offices

The D&H station on Lackawanna Avenue is shown on the following detail from *City of Scranton & Borough of Dunmore, Pennsylvania, 1899*. Map in the collection of the Lackawanna Historical Society.



The D. & H. Station

Horse car lines

From the perspective of the 21st century, it is sometimes hard to believe the number of passengers handled by the railroads over a holiday weekend in the nineteenth century. Over the Labor Day weekend in 1899, for example, between Carbondale and Wilkes-Barre the D&H handled 30,000 passengers:

"30,000 PEOPLE / Were Handled By the Delaware and Hudson Co. on Labor Day Without an Accident. / Few people have the slightest idea of the large number of people handled on the Delaware & Hudson railroad between Carbondale and Wilkes-Barre on Labor Day. We have it authoritatively from an employe of the company, who does not wish his name mentioned as such matters are supposed to be known only in the inner circle, that over 15,500 tickets were sold at the stations between the cities above named, and this does not include mileage or commutation tickets. / Over 6,000, or to be exact 6,158 local tickets were sold to Scranton alone, and, as sixty per cent. of these tickets were round-trip, the number of people handled at the Scranton station was considerably in excess of 10,000. / All these people were handled without any friction, mishap or ostentation. The company is certainly to be congratulated on this wonderful achievement; and yet perhaps it was to be expected from the great ability shown by it on many occasions in the past. The managers and employes of the 'D. & H.' are all experienced and faithful men with means at their disposal to make almost any undertaking possible." (*Carbondale Leader*, September 13, 1899, p. 5)

0811

Passengers on the Gravity Railroad to Honesdale before 1877

As early as May 1863, a passenger car on the Carbondale to Honesdale Gravity Railroad made its trial trip between Honesdale and Waymart and return.

"A PLEASANT TRIP. Yesterday the first passenger car on the Carbondale and Honesdale Railroad, made its trial trip from this place [Honesdale] to Waymart and return. Several of our most prominent citizens were invited to attend the excursion, which was under the superintendence of R. Manville, Esq., Sup't of the Road.—The trip was a very pleasant one, the weather being fine, and no accident occurring to mar the enjoyment. The run from Waymart to Honesdale, 9 ½ miles, was made in precisely thirty minutes.—We understand that the car is to be kept here for the accommodation of the officers of the road.—*Wayne Co. Herald.*" (*Carbondale Advance*, May 23, 1863, p. 3)

News spread very quickly to Carbondale of this passenger car run from Honesdale to Waymart and return on Friday May 22, and the *Carbondale Advance*, in its issue of June 6, 1863, observed that it would be a great convenience to have regular passenger and mail trains between Carbondale and Honesdale, and asked: " Could not some means be devised to do this?"

"Several ladies and gentlemen of Waymart visited Honesdale last week, in the new passenger car which has recently been put on the railroad between those two places. They were well pleased with the trip. It would be a great convenience to have regular passenger and mail trains from here to Honesdale. Could not some means be devised to do this?" (*Carbondale Advance*, June 6, 1863, p. 3)

And then during the first week of November of 1863, passenger cars, "well filled," were put on the Gravity line daily between Honesdale and Carbondale to accommodate Wayne County conscripts for the Civil War on their way to Easton:

"On the Del. & Hud. Railroad a Passenger train has been run from Honesdale to this city each morning during the present week for the accommodation of the Wayne county conscripts who report at Easton. The train has been well filled." (*Carbondale Advance*, November 7, 1863, p. 2)

And then on April 21, 1868, a major event in the history of the Delaware and Hudson Canal Company took place: the light track from Farview to Archbald, Level 20, was opened (see Section 6848 in the volume in this series on the 1868 configuration).

With the opening of Level 20, many opportunities for passenger travel throughout the Gravity system were now possible, and the *Honesdale Republic* rumored, in early May 1868, that when the Erie line into Honesdale from Hawley was completed, around June 1, 1868, that the D&H would put a passenger car on the line between Honesdale and Waymart. The *Carbondale Advance*, in reporting the rumor from the *Honesdale Republic* observed that it would be a great convenience for the public if a D&H passenger car could make regular passenger trips between Carbondale and Honesdale:

"The *Honesdale Republic* of this week has the following items: / **RUMOR.**—It is rumored that the Delaware & Hudson C. Co., upon the completion of the Jefferson Railroad, about the 1st of June, will place a passenger car on their road, between Honesdale and Waymart, as an experiment. It would be a great convenience to the public, both as regards time and comfort, if a car could make regular trips between Honesdale and Carbondale." (*Carbondale Advance*, May 9, 1868, p. 3)

In the meantime, the wire suspension bridge over the Lackawanna River on the short cut route for pedestrians to the D&H depot in Carbondale was proving to be problematic for ladies, but a delight for boys:

“The Wire Bridge. / The Wire Suspension Bridge, on the short cut route for pedestrians to the Depot, is a terror to some of our ladies, and a delight to the boys. The latter find sport in those very oscillations which disturb weak nerves, but the time to enjoy it is not when other passengers, and especially ladies, are on the bridge.” (*Carbondale Advance*, July 27, 1872, p. 3)

In June 1873 (regular passenger service on the D&H Valley Road up and down the Lackawanna Valley was well established by this date), Superintendent Manville had made, under the supervision of Thomas Orchard Esq., "some elegant passenger cars" at the D&H car shops in Carbondale for passenger service up and down the Lackawanna Valley:

"Passenger Car Building. / R. Manville Esq., Supt. Del. & Hud. R. R. is having some very elegant Passenger Cars got up under the supervision of Thomas Orchard Esq. at their shops in this city. One of them is now ready for use, and is a model of strength and artistic beauty and taste. The panel work, the windows and doors, the upholstering, the ventilators are all beautiful, and skillfully constructed. We believe the work is not surpassed in the best shops in Concord, Troy or Philadelphia.” (*Carbondale Advance*, June 28, 1873, p. 3)

Orchard Family Note: On Sunday August 10, 1890, Mrs. John Orchard, wife of D&H General Car Inspector, John Orchard, and niece of Thomas Orchard, head of the D&H Car Shop in Carbondale (see article immediately above), died. This notice of her death is included in one of the Gritman scrapbooks in the collection of the Carbondale Historical Society:

"DEATH OF MRS. JOHN ORCHARD. / Well Known Lady Joins the Silent Majority. / Mrs. John J. [sic] Orchard, wife of General Car Inspector J. H. Orchard, of the D. & H. C. Co., died at her home on Spring street yesterday afternoon at 1 o'clock. Mrs. Orchard was born Francis [sic] R. Clarke, in London, on October 3, 1862, where her father now resides. She, however, had lived nearly all her life with her aunt at Stratton, Cornwall; and came to this country in September 1885, taking up her residence with her uncle, Thomas Orchard, on John Street. / On February 7, 1889, hardly more than a year and half ago, she was married to John H. Orchard at the T. F. Hunt residence on Church street, where they began housekeeping. In the early fall they moved to Spring street, and Mrs. Orchard was taken sick in November last, which lasted all through the winter. She however was out and in some ways able to attend to her household duties up to about the fourth of July. At that time, she suffered a relapse and gradually grew weaker until the end, yesterday noon. / Many people were shocked when the sad information was carried about town." (clipping in Gritman scrapbook, dated Monday August 11, 1890)

With the light track (Level 20) open, a convenient and easy means of transportation was now available to those who wished to explore the scenic beauty of sites on the Moosic Mountain above Carbondale, the most remarkable of which was the Shepherd's Crook and Panther Bluff area.

By the summer of 1874, "pic-nic" excursions to Shepherd's Crook via the Gravity Railroad were a regular feature of summertime activity in Carbondale.

How did these excursion groups get to Shepherd's Crook? The D&H passenger car, the *Monitor*, was taken up Planes Nos. 1-5 and then switched, at the head of Plane No. 5, to the light track for the trip down the mountain to Shepherd's Crook.

Upon their arrival at Shepherd's Crook, the *Monitor* was stopped and the excursionists descended (no station, not even a platform) and went into the woods for a pic-nic and to enjoy the mountain scenery and waterfalls.

Here is a very interesting account from the *Carbondale Advance* of a trip taken to Shepherd's Crook on Thursday, July 9, 1874, by a group of 30 excursionists from Carbondale:

"Pic-Nic. / A party of some twenty or thirty of our young people took a pic-nic excursion to Shepherd's Crook on Thursday. They left the city by car 'Monitor,' D. & H. RR., and after a rapid run up a half dozen planes, pursued the gentle declivity which leads to the Crook. Arrived at their destination, the provisions were conveyed about a quarter of a mile into the woods, and deposited upon the banks of a mountain rivulet where the water dashes wildly but picturesquely over high Falls. From this point the happy young couples branched out in all directions through the woods, rambling over rocks and through thickets with hearts devoid of care. The rain which set in did not interfere with the dinner programme, but, continuing, it caused a general stampede for the "Monitor" about 1 o'clock. After a spirited and enjoyable run, the little car landed its precious freight once again at the Company's office. The general sentiment of the young people was that it was the most pleasant affair of the kind that they had ever attended." (*Carbondale Advance*, July 11, 1874, p. 3)

In early August 1874, another excursion outing went to Shepherd's Crook in the *Monitor*, via the Gravity Railroad:

"Shepherd's Crook Again. / "On Monday last a small party visited the glen near Shepherd's Crook, on the D. & H. Gravity road, being conveyed thither by the snug little car *Monitor*. We understand it was a very pleasant affair." (*Carbondale Advance*, August 8, 1874, p. 3)

In 1874 the Miller "patent platforms" were added to 25 D&H passenger coaches.

A "Passaic" sight seeing party from Honesdale traveled to the top of the Moosic Mountain in May 1875:

"The parlor car, "Passaic," took a sight seeing party over the Del & Hud road to the top of the mountain, on Monday afternoon." (*Honesdale Citizen*, May 20, 1875)

In June 1875, "a select company of Scrantonians, numbering about ninety, accompanied by the Hyde Park Band" arrived in Carbondale for an excursion outing to Honesdale and Shepherd's Crook on the Gravity Railroad. They were joined by a delegation of about 40 Carbondaleans and together they journeyed by the Gravity Railroad to Honesdale, where they made an official visit to the Allen House and enjoyed for an hour and a half "the fine scenery and charming shade" of Honesdale, before again boarding cars on the Gravity Railroad for the trip to Shepherd's Crook. There they descended from the cars (no platform, no station) and picnicked in woods and enjoyed the mountain scenery and the waterfalls there. At 4 o'clock the excursionists departed for Carbondale. After the "Carbondalers" had descended [at Hendrick's Avenue], the Scranton group continued on the Gravity Railroad to Archbald [the end of Level 20], and then took the steam train from Archbald to Scranton.

Here is the wonderful account of this amazing excursion that was published in the *Carbondale Advance* of July 19, 1875:

“Excursion to Honesdale and Picnic at Shepherd’s Crook. / On Tuesday morning last a select company of Scrantonians, numbering about ninety, accompanied by the Hyde Park Band, arrived in this city by the 7.30 a. m. train. The names of the party are as follows: / [couples] Mr. and Mrs. Wm. Freeman, S. M. Nash, E. C. Lynde, R. T. McCabe, Wm. M. Silkman, E. P. Kingsbury, Henry A. Kingsbury, Chas. Derman, Cornwall, O. C. Moore, D. S. Roberts, W. H. Fuller, Jacob Bryant, J. C. Platt, C. H. Doud, B. H. Pratt, Wm. Mathews, J. W. Brock, Wm P. Connell, C. B. Hackley. / [married women] Mrs. Darling, Wallace, Mills, Wm. F. Halstead, Geo. W. Bushnell, M. R. Colvin. / [single women] Misses Helen Silkman, Haight, Hodge, Lizzie Matthews, Ruthven, Kate Meylert, Louise Meylert, Ella Pratt, Helen Howell, Grace Griffin, Helen Silkman, Jessie Lynde, Anna Perkins, Sarah Manness, McCabe. / [single men] Messrs. Ed. Fuller, Frank Crane, Wm. Storrs, Wm. Marple, M. C. Dimmick, E. J. Dimmick, Jas. Fuller, Walter Dickson, Geo. Roberts, Walther Mathews, Chas. Mathews, Richard Manness, Mr. Willoughby, Uncle John Raymond, Uncle Dan Driesbach. / Upon their arrival here they proceeded to the foot of No.1 plane, where cars of the narrow gauge were in waiting to convey them over the mountain to Honesdale. At this point they were joined by the following ladies and gentlemen of this city: / [couples] Mr. and Mrs. J. B. Van Bergen, R. Manville, C. O. Mellen, R. I. Bartlett, P. C. Gritman, J. R. Lathrop, Washington Burr, W. W. Watt, D. Scurry, S. A. McMullen, Andrew Watt, E. A. Benedict. / Misses Kate and Mercy Egerton, Miss Maggie Love, Miss Flora Baldwin, Mr. P. Butler, Mr. S. H. Dotterer, Mr. Wm. McMullen, Rev. J. M. Boal, Mr. Rollin Manville, jr. / About eight o’clock the welcome words ‘All Aboard’ were heard, and amid music, shouts, and the waving of handkerchiefs, the happy company started on its trip to Honesdale. The novelty of this mode of traveling was an additional excitement and pleasure to many of the party. The course was straight ahead, without any delay, and soon the train reached the Summit, where a fine and extended view was afforded of the surrounding country. The eye could reach as far as Hyde Park, in the Lackawanna Valley, and to the hills surrounding Honesdale, in the opposite direction. Then came the descent into the charming little village of Waymart. / At this point we

do away with planes and stationary engines, and run the remaining ten miles by 'gravity.' In a short time we pass Keen's pond, and then the pleasant little hamlet of Prompton, and shortly afterwards Seeleyville. At Weston's Mill, just in the edge of Honesdale, we stop a few minutes for coal cars ahead of us to get out of the way. After a delay of about ten minutes, we proceed to Front street, near the coal schutes, where the company are landed safe and sound. Here a procession is formed—Messrs. Manville and Nash as the advance guard, followed by the band and the excursionists. One hundred and thirty persons were in the line, and to soul-inspiring music they marched through the street to the Allen House, and thence up the stone steps into the halls and parlors, taking the Honesdalers by surprise, very agreeably but totally, as they were not aware of the intended visit. After spending an hour and a half enjoying the fine scenery and charming shade of this most beautiful borough—one of the handsomest in the Union—we wended our way to the foot of the plane, to take the cars for Shepherd's Crook. After going up plane after plane, and running the intermediate levels by gravity, we finally reached the Summit, where we commenced rapidly to descend to the Crook. This was reached at about half past 12 o'clock p. m. Here we found that, through the kindness and liberality of R. Manville, esq., good paths had been cut and made to the beautiful picnicking spot near the falls [Elk Falls, see the clipping given below which begins "Since the delightful picnic on Tuesday. . .]. The baskets were all found on the ground; tables and seats had been erected, and a box filled with ice was provided. with which to make lemonade and ice cream. Nothing was left undone by this far-seeing official to render everything as handy and perfect as it could be made for the comfort of the guests. / Every one of the party was in ecstasies over the beauty of the summer scenery at this point, and many ventured the assertion that it almost rivalled the far-famed Watkin's Glen. In a distance of only five hundred yards, the water falls seven hundred feet over the rocks. The shade is lovely and the mossy rocks on all sides furnish convenient seats and add to the enchantment of the place. Here and there on the moss-covered rocks and the banks of the streamlet, or under some shady bower near by, the hungry excursionists opened their well-filled pails and baskets and partook of a sumptuous repast; the pleasure of the feast being greatly enhanced by the jovial, social conversation among the guests, and by the sweet strains of music stealing through the branches of the trees, from the excellent Hyde Park brass band. The Scranton and Carbondale guests were all alike of the opinion that no excursion or pic-nic was ever more enjoyed by them. The excitement of the ride over the gravity road in the mountains; the picturesqueness of the scenery along the route; the grandeur of the falls and scenery at the crook, and withal the pic-nic in the woods, furnished a day's enjoyment seldom met with in this busy life. Too much praise cannot be accorded to Messrs. S. M. Nash and R. Manville, for affording so many people a delightful excursion and day of pleasure. Mr. Manville, who had kindly placed cars at the disposal of the party, was everywhere present, and with his efficient aids, (all experienced railroad men) prevented the least accident to the train and made rapid time. He receives the sincere thanks of all. / At four o'clock, after short addresses by E. P. Kingsbury, J. B. Van Bergen, S. M. Nash, E. C. Lynde, J. C. Platt, R. Manville, and others, the large party wended its way to the cars, which were in waiting, and the Carbondale guests were soon at home, reaching Hendrick's avenue in a few moments from the time of starting. After the Carbondalers had landed, the Scrantonians on the cars proposed three cheers 'for our Carbondale friends,' and they

were given with a will. The compliment was returned by our people, and the train continued on its way to Archbald. Here the Scrantonians took the regular train with locomotive attached for Scranton, well pleased with their trip over the "Gravity," and filled with pleasant memories of Carbondale, Honesdale, and Shepherd's Crook." (*Carbondale Advance*, June 19, 1875, p. 2)

Given the huge success of this excursion to Elk Falls near Shepherd's Crook, the wish for more such excursions to the same site was verbalized generally. Such excursions would not be difficult to make a reality, as the writer who wrote the following brief article for the *Carbondale Advance* makes very clear: charter a rail car, take it to the summit [the head of Plane No. 9 and the beginning of Level 20], ride down the light track to Shepherd's Crook, picnic in the woods, to return to Carbondale, continue on the light track to Hendrick's Avenue, and then get off and take a carriage or go by foot to the heart of town.

"Since the delightful picnic on Tuesday at Elk Falls, near Shepherd's Crook, the question has been broached, 'Why cannot we have many a picnic at this delightful spot?' If a car can be chartered, the place can be reached by going to the summit, and then returning by the 'empty track' to the crook. To get back to town take cars on the same track to Hendrick's avenue, thence by carriages or afoot to the heart of town." (*Carbondale Advance*, June 19, 1875, p. 3)

On July 27, 1875, a large party of Honesdale boys and girls traveled across the D&H's cloud capped peaks in the *Passaic*:

"A very large party of Honesdale girls and boy went across the Del. & Hud. Co's cloud capped peaks on Tuesday last, occupying the beautiful car, *Passaic*, also an open car." (*Honesdale Citizen*, July 29, 1875)

On September 4, 1875, the D&H Palace car, *Moosic*, made the trip from Carbondale to Honesdale in one hour:

"The Del. & Hud. Palace car *Moosic* made the trip from Carbondale to Honesdale on Saturday afternoon in the remarkably good time of one hour." (*Honesdale Citizen*, September 9, 1875)

By the spring of 1876, petitions were in circulation, signed by many citizens, asking the D&H to put a regular passenger train on the Gravity Railroad:

"Petitions , signed by many citizens, asking the Delaware & Hudson C. Co. to put a passenger train on the gravity road, are in circulation. Give us a train!--*Honesdale Citizen*." (*Carbondale Advance*, April 29, 1876, p. 3)

In July 1876, the D&H announced that there would be excursion trains run on the D&H Gravity between Waymart and Honesdale on the Fourth of July:

‘Excursion trains will be run on the D. & H. railroad between Waymart and Honesdale on the 4th.’ (*Carbondale Advance*, July 1, 1876, p. 3)

Another huge excursion of between three and four hundred Scrantonians, accompanied by Diller's Orchestra of Scranton, came to Carbondale for the purpose of taking the Gravity Railroad to Shepherd's Crook and there to picnic. They were joined by 50 or 60 Carbondalers and the entire party traveled to Shepherd's Crook on twelve rail cars that had been fitted up for the occasion by Superintendent Manville. Once at Shepherd's Crook, the picnicked in the woods, listened to speeches, danced, and enjoyed the alpine environment. At 4:30 P.M. they took the Gravity Railroad to Archbald, and there the Scrantonians got the 5:30 P.M. steam train to Scranton. The members of the party from Carbondale took the Gravity Railroad back to Carbondale.

The account of this joyous outing that is given below from the *Carbondale Advance* concludes with this amazing statement: "The grand mountainous scenery, the novel mode of transportation, the bracing air and propitious weather, the jolly crowd and exhilarating recreation, all combined to make the trip one of the best and most pleasant in the history of picnic excursions in this section of country."

“Excursion. / A party of between 300 and 400 ladies and gentlemen from Scranton made an excursion over the Del. & Hud. C. Co.’s road from that city to Shepherd’s Crook, about three miles above Carbondale, on the light track of the Gravity road, on Wednesday. They were joined here by fifty or sixty of our citizens, with whom they enjoyed a delightful picnic at this romantic resort. The excursion was got up in the interest of the Home for the Friendless at Scranton, and was a success, both socially and financially. The Carbondale party contributed fifty dollars to the fund. / The excursionists arrived here at about 11 o’clock A. M., and immediately proceeded to the Crook, accompanied by their Carbondale friends. After an afternoon of unalloyed pleasure, they proceeded homeward by the train which leaves here at 5.38 P.M., the gravity cars conveying them to Archbald in time for that train. / One of our reporters, who was present at the picnic, furnishes the following:-- / **GRAND PICNIC.** / Written for the *Advance* by an Unobserved Observer. / A grand picnic excursion for the benefit of the Home of the Friendless, left Scranton at 9.45 ‘A.M. Wednesday, June 28th, via D&H passenger railroad, en route for Carbondale, which place they reached at about 10.45, where they were joined by friends of that place, and then the whole party, numbering about four hundred, took seats in twelve cars that had been fitted up for the occasion under the direction of the popular sup’t, R. Manville. The cars were divided into three trips and in a few minutes they were rapidly making the ascent of the mountain east of Carbondale, by being drawn up eight inclined planes, which bro’t them to the Summit, where the whole train was again united and then allowed to speed down the light track, which traverses the side of the mountain, gradually nearing its base until they reached the Horse

Shoe, or what is known as Shepherd's Crook, where they halted and the passengers were allowed to alight. The picnic party then wended their way through the grand old forest for about a quarter of a mile to the romantic and delightful spot known as Panther Creek Falls, where they halted (a few minutes before noon) and disposed themselves in any way that the occasion and surroundings suggested as being calculated to conduce to their happiness/ While the pleasure seekers were resting themselves some sweet music was discoursed by Diller's Orchestra of Scranton, which was brought along for the purpose of driving dull care away, and with the view of helping to make the day a happy epoch in the history of the lives of the participants. After the musical treat, refreshments were partaken of, and parties gathered here and there to chat and laugh, to stroll and view the grand and impressive scenery, the giant trees, the thick foliage, the roaring cataract and swift running stream; to gather flowers, moss and leaves as mementoes of the happy occasion./ About three o'clock dancing was begun and participated in by many who love to 'trip the light fantastic toe,' and others who seemed inspired by the delightful music, among whom was Uncle John Raymond, who altho he has celebrated his 81st birthday, made one of the party and contributed not a little to the amusement of the others by his dancing and violin playing. The old gentleman is much more spry than many men of forty and may, as Sheriff Bortree expressed the hope, live to see next Centennial. The dancing was interspersed with speech-making and mirth-provoking burlesque. Mr. Geo. L. Dickson introduced E. N. Willard, Esq., of Scranton, who in behalf of the Home tendered thanks to president Thos. Dickson and superintendent R. Manville and his corps of able assistants for the manner in which they had so generously contributed to the enjoyment of the party. / Messrs. Manville, Geo. Dickson, Col. W. N. Monies, Deputy-sheriff Bortree and Hon. J. M. Poor contributed to the general stock of amusement by their sallies of wit and repartee. Sheriff Bortree gave a very *powerful* address to which Col. Monies added the gestures, thus saving Bortree from complete physical and nervous prostration, which would have been inevitable had he combined gesticulation with rhetoricalness. / Hon. Lewis Pughe, at the repeated request of many, tho' somewhat indisposed, favored the party with a glowing and eloquent description of one day's journey that he made last year through a portion of Scotland. He prefaced his reminiscences by paying a high compliment to the people of Carbondale, of whose number he once made one. After he had finished, a vote of thanks was unanimously tendered him for the masterly and scholarly manner in which he had acquitted himself, and the request was then made that Mr. Pughe kindly consent to deliver a lecture on the subject of his travels in Scotland, to be given at some future time in Scranton for the benefit of the Home—Mr. Pughe consenting. / A purse of fifty dollars was contributed by the Carbondale party and by the Hon. J. B. Van Bergen presented to the Home, for which donation the hearty and sincere thanks of the board were tendered. / At 4.30 P.M. the party repaired to the cars and soon were swiftly gliding over the gravity road. They reached Archbald about 5.30, where they took the D. & H. passenger train for Scranton, reaching home about six. Many of the Carbondale party accompanied then as far as Archbald, returning by the gravity road to Carbondale. / The grand mountainous scenery, the novel mode of transportation, the bracing air and propitious weather, the jolly crowd and exhilarating recreation, all combined to make the trip one of the best and most pleasant in the history of picnic excursions in this section of country." (*Carbondale Advance*, July 1, 1876, p. 3)

Notices in the Carbondale and Honesdale papers of excursion groups traveling via the D&H Canal from Honesdale are rare. One such notice was published in the *Wayne County Citizen* of August 31, 1876:

"The Methodist Sunday School went to Indian Orchard on Thursday last via Del & Hud Canal enjoying a picnic there.' (*Wayne County Citizen*, August 31, 1876)

In September 1876, James R. Lathrop, Esq., wife and sister-in-law and a small party of friends made a pleasant excursion to Shepherd's Crook and to Waymart:

"James R. Lathrop, Esq., wife and sister-in-law, with a small party of friends made a pleasant excursion on the gravity road to Shepherd's Crook and Waymart, on Tuesday afternoon." (*Carbondale Advance*, September 16, 1876, p. 3)

0812

Passengers on the Gravity Railroad after 1877

On Thursday morning, April 5, 1877, the first regularly scheduled Gravity railroad passenger car left Carbondale for Honesdale. The fare was 80 cents. Passenger service between Carbondale and Honesdale became a reality largely through the influence of people in Honesdale. In the *Carbondale Leader* of April 7, 1877, we read:

"A passenger train is henceforth to be run over the gravity road between Carbondale and Honesdale. The running of trains commenced on Thursday morning of this week. Two trains will be run daily. The first one leaves Carbondale at 8:15 a. m. and the second at 3:15 p. m. Leave Honesdale at 7:30 a. m. and 2:45 p. m. The fare will be eighty cents. This enterprise renders communication between the two places much more pleasant and quick than it has formerly been, and will be taken advantage of by the travelling public. The trip will be a very pleasant one during the summer. We understand that this was brought about mainly by the influence of Honesdale people. The stage will undoubtedly have to be withdrawn in course of time and the mail carried over the gravity road." (*Carbondale Leader*, April 7, 1877, p. 3)

Two trains daily, Carbondale/Honesdale: leaving Carbondale at 8:15 A.M. and 3:15 P.M.; leaving Honesdale at 7:30 A.M. and 2:45 P.M.

The inauguration of passenger service on the Gravity Railroad, as noted in the *Honesdale Citizen*, April 12, 1877:

"The passenger trains which were last week put on the Del & Hud Gravity Railroad are proving a success, and a great convenience to the traveling public. A slight change has been made in the

time table. Trains now leave Honesdale at 9 a.m. and 2:45 p.m. and leave Carbondale at 8:15 a.m. and 4:15 p.m. This is an improvement as it enables passengers by the afternoon train on the Honesdale branch to reach Scranton before supper time, and passengers from the 4:15 p.m. train on the Jefferson Branch from Scranton and other points, are landed in Honesdale before 6 o'clock. As the advantages of the route become known, travel over it must of necessity increase." (*Honesdale Citizen*, April 12, 1877)

These passenger trains on the Gravity Railroad were popular with the public. The round trip fare was \$1.60, which was 20 cents more expensive than by stage coach.

"The new passenger trains on the gravity road have now been running over a week and have been well patronized. The trip is very exciting and interesting to those who have never been over such a route. The ride over the mountain from Carbondale to Waymart is enjoyable in its way, while that from Waymart to Honesdale is easier and very much pleasanter. The rugged scenery on this side the mountain adds to the novelty of the trip; and when the tourist reaches the summit and beholds the broad stretch of country before, behind, and around him he is filled with wonderment. The descent of the other side of the mountain is made in quick time. Perhaps the most interesting part of this route is from Waymart to Carbondale, Shepherd's Crook being the point of greatest interest on the entire route. The fare for the round trip is fixed at \$1.60. If it were less we think the company would make more money, for there would certainly be more passengers both ways. As it is, the fare for round trip is \$1.40 less than by the stage line, and, such being the case, since the trains commenced to run the stage line has been nearly deserted. Traveling agents prefer the gravity road as now run to the slow and tedious stage line, and would probably prefer it if the price was the same as by the stage. The trip is made a good deal quicker, is ever so much pleasanter, and does not tire the traveller one-fifth as much as does a ride in the jolting stage. The new arrangement may be said to have ruined the business of the stage line. It has also hurt the livery business both here and at Honesdale to a considerable extent. But the traveling public seems to be satisfied with it; and as the trains were put on for the accommodation of the travelling public it does not care if they have injured liveries and stages. William Rosser runs the trains from Carbondale to Honesdale and return, and Samuel Penwarden runs the one from Honesdale to Carbondale and return." (*Carbondale Leader*, Saturday, April 14, 1877, p. 3)

In April 1877, regular runs of the *Moosic* and the *Monitor* were taking place between Honesdale and Carbondale:

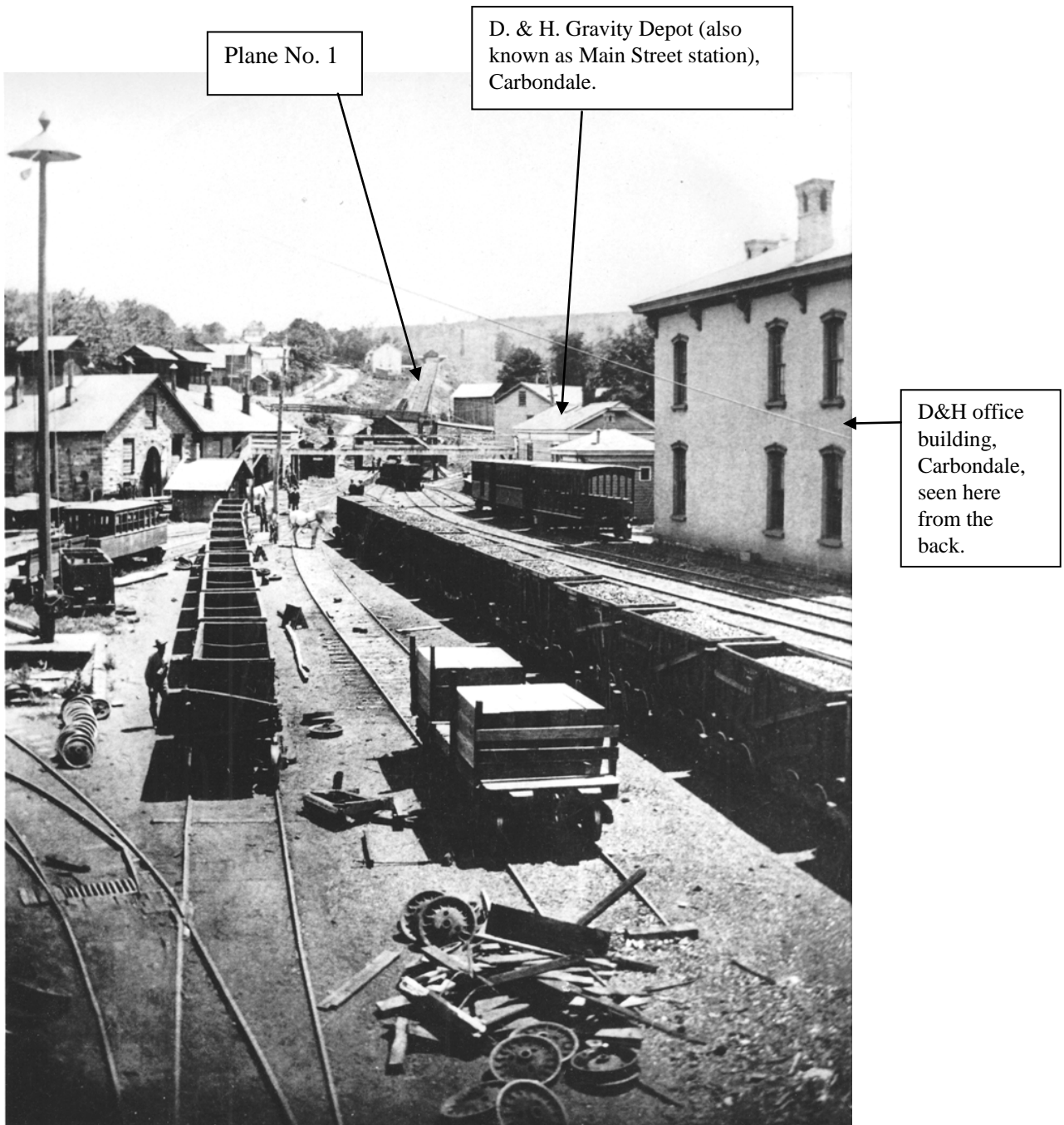
"The *Moosic* and the *Monitor* with tenders are now making the regular runs of the Del & Hud's new passenger route between Honesdale and Carbondale." (*Honesdale Citizen*, April 26, 1877)

Ed Wood and his stage coach business between Carbondale and Honesdale will surely be put out of business by the Gravity Railroad. He has the contract to carry the mail between the two cities until July 1, 1877, but after it seems most unlikely that his contract will be renewed:

"Ed Wood has had so few passengers over his stage route since the passenger trains were put on the gravity road that he has done away with his four-horse stage entirely, and now runs but two horses and a light wagon. He is obliged to carry the mail each way daily, and will be until the first of July when his contract will expire. If he was not compelled to carry the mail he would undoubtedly abandon the stage business between the two places at once. We understand that Superintendent Manville has offered to allow him to ride free over the gravity road and to carry the mail that way until his contract expires, if it will be any accommodation to him, but that the railroad company will not be responsible for the carrying of the mail. Mr. Wood has plenty of horses that are doing nothing, and he will probably drive over to Carbondale and back each week day from now till July 1. Now and then he may be fortunate enough to get a passenger from among the noble army of travelling men who cannot hit the trains, but they will be few and quite a distance between. Mr. Wood has lost money since he has driven the stage. The past winter was a hard one in nearly every respect." (*Carbondale Leader*, April 14, 1877, p. 3)

Passenger cars on the Gravity Railroad, which weighed 16,000 pounds, traveled at 25-35 miles per hour, with a three-man crew (conductor and two brakemen). When Farview Park opened there were 12 regular passenger cars and 36 open-air excursion cars on the line, which could handle 15,000 passengers per day.

The Gravity Railroad in 1877: A committee, appointed by the Managers of the D&H, examined the business, operations, history, policies, prospects, and equipment of the D&H in the summer of 1877. In their report, dated August 11, 1877, the committee reported that on the Gravity road, which was a part of the D&H's Southern railroad department, there were 80.80 miles of track. The rails of loaded track, 26.31 miles in length, were all steel. Of the 29.92 miles of track in the light track, 8 miles were laid with steel. With the appliances then in place at Honesdale, the D&H had a capacity of handling one thousand tons of coal an hour.



Gravity Passenger Depot at Foot of Plane No. 1, Carbondale

The inauguration of regular passenger service on the D&H Gravity Railroad had a negative impact on passenger service on the Pennsylvania Coal Company's Gravity line between Hawley and Dunmore:

"Since the opening of the Del & Hud railroad between Honesdale and Carbondale, to passenger traffic, the travel over the Penn's Railroad from Hawley to Dunmore has greatly fallen off." (*Honesdale Citizen*, June 14, 1877)

On July 20, 1877, eleven Gravity rail cars, filled with the children and teachers of the Sunday-school of the Episcopal Church in Carbondale, together with the Mozart Brass Band, went up on the mountain, almost certainly to Shepherd's Crook, for an outing. Here is the description of that outing, written by A. F. B. for the *Carbondale Leader*:

“THE EPISCOPAL PICNIC. / Friday, July 20, was an eventful day for the children and teachers of the Episcopal Sunday-school. Long before the hour to depart for the mountain had arrived, a large army of happy, bright-eyed, and well-dressed boys and girls congregated near the foot of the gravity road. Precisely at nine o'clock A.M. a train of eleven cars [emphasis added] arrived, conducted by several very agreeable gentlemen. The teachers and others helped the merry children on the cars, and the train was soon filled with the precious freight. A pull on the bell-rope by the superintendent was the signal for the train to swiftly ascend the inclined plane, and the Mozart Brass Band began to play. As the hundreds of different colored ribbons, which were fastened to the pretty owners' hats, were given to the breeze, and while the ringing laughter of the happy children was mingled with the sweet strains of music as the train soared up the mountain, was truly a grand scene to behold. After a pleasant ride the destination [almost certainly Shepherd's Crook,] was reached. The fresh air was greatly invigorating, everybody was ready for a jolly time, and their anticipations were justly realized. Such glorious fun as awaited them, angels might well envy. The little army of children were helped off the train by their teachers. The Mozart Brass Band took the lead towards the grounds playing an appropriate march to the delight of the happy multitudes that closely followed. The grove was reached, wagons were kindly secured by the officials to haul the baskets that contained the goodies to the grounds. The weather was delightfully cool and a breeze fanned their faces, while even the innocent birds overhead in the green branches seemed to enjoy the *fete* and mingled their sweet notes with the voices of the happy intruders. It was pleasant to see the children enjoying the delicacies which they brought with them. An old lady who sat on a log, and apparently poor, thanked a sweet little girl very kindly for a piece of cake that was brought to her on a plate. The ladies who had charge made every effort to please and saw that everybody around them was made happy. If our lives were a perpetual picnic, then indeed well might mankind cease to sigh for the millennium. Every time the Mozart Brass Band began to play a lively air, scores of dear little ones hopped around like so many lambs. Some of the elder ones by no means neglected to make merry on the same occasion. They smiled and waltzed, and oh, my, how they did put on airs. The writer, too, forgot that he was getting old, and took part in hopping and dancing around and keeping time with the music. While thus stepping around an insignificant incident occurred

which I would not recall only for the immense merriment it created. A mischievous but otherwise good boy adroitly fastened a large sheet of tissue paper to somebody's coat tail, and while dancing the paper dangled about him like a huge white cloth on a clothes-line. This provoked loud laughter among the most sedate. It even raised a smile on *Mr. Manville's* face. I don't know what the Rector would have said or done had he been there just at that time. He would probably have laughed too. At last four o'clock P. M. came, and we reluctantly started for the cars. Once on board, the Mozart Brass Band struck up a soul-tickling air as the train descended into the valley. We arrived home safely, and many of us will keep in remembrance a long while the great pleasure we had at the Episcopalian picnic. / A. F. B." (*Carbondale Leader*, July 28, 1877, p.3)

In mid-August 1877, a pic-nic, hosted by the Lucretia Rebekah Degree Lodge, No. 109, International Order of Odd Fellows took place at Shepherd's Crook. There were nearly 200 persons in this excursion outing. Here is the account of that outing that was published in the *Carbondale Advance*:

"Odd Fellows' Pic-Nic. / The pic-nic of Lucretia Rebekah Degree Lodge, No. 109, I. O. O. F., which came last Saturday, proved to be a very enjoyable affair. Early in the morning a large number of Odd Fellows and their wives, together with a few *odd* fellows without any wives, betook themselves to the foot of No. 1, and were from thence conveyed over the Gravity railroad to Shepherd's Crook, to there spend a few hours in social pleasures and recreation, under the shade of the grand old forest, and in the midst of the beautiful scenery of this noted spot. The party, which numbered nearly 200 persons, left the 'Foot' at about 9 o'clock, and reached its destination after a pleasant ride of nearly an hour. Preparations for the day's enjoyment were at once commenced; the well-filled baskets were emptied and their contents placed temptingly upon the tables; a swing was erected, and everything that promised to add to the pleasure of the occasion was entered upon with a will. A few of our popular musicians having accompanied the party, the question naturally arose how to make their services available; but this question was not long allowed to remain undecided. A platform, necessarily circumscribed in limit, was hastily improvised for the benefit of those who wished to indulge in the mazy dance. About 12 o'clock dinner was announced. Although the attack on the contents of the tables was made in full force, all efforts of annihilation proved unavailing, and much remained only to find its way back into the baskets. The rest of the day was spent in such manner as best suited the individual tastes of the picnickers, in such sports as the place afforded. At 4.10 P. M., the party again filled the cars, and in a short time were deposited safely at the place of departure, well satisfied with the manner in which they had passed the day. The success of the affair is mainly due to the untiring efforts of the brothers and sisters of the Lodge composing the committee of arrangements, who labored faithfully to bring about that result." (*Carbondale Advance*, August 18, 1877, p. 3)

In late August 1877, "one of the most enjoyable rural entertainments commonly known as pic-nics" was arranged by Mrs. L. A. Munger and Miss Carrie Smith, and held at Shepherd's Crook. Among the members of this very genteel excursion outing, numbering about a hundred persons, were the members of the Amateur Orchestra and the Chorus Club.

“A Pleasant Pic-Nic. / One of the most enjoyable rural entertainments commonly known as pic-nics, was the one arranged by Mrs. L. A. Munger and Miss Carrie Smith, and held at Shepherd’s Crook on Friday last. The morning was not a promising one, but as we ascended the mountain the mists cleared away and a glorious day dawned upon us. So much has been said both well and truthfully of the beauty of the scenery along this route that we will not here repeat the oft-told tale, but land our merry party—numbering nearly one hundred—at the Crook, where shouldering our baskets we wended our way up the hill to the pic-nic ground. The Amateur Orchestra, who by special invitation accompanied the party, here established themselves in a delightful leafy bower, and gave us from time to time some very good music, which added much to the enjoyment of the occasion, and set the merry echoes ringing among the rocks and hills. Several members of the Chorus Club were present, and their ‘tuneful songs were wafted by the breezes down the dell.’ Most of the party wandered off in little groups, gathering mosses, ferns and mountain ivy, while a few busied themselves preparing for the rural feast. Mr. J. W. Munger made lemonade that did him credit; while Mr. T. R. Lathrope ‘brewed’ coffee which rivalled that at the celebrated Vienna Cafes. Mrs. Munger and Miss Smith entertained their numerous guests in their leafy banquet hall with as much ease and grace as if they had been at home in their own parlors. To mention the names of all who assisted in making the affair a grand success would be to give a long catalogue of the names of all present. Four o’clock came all too soon, and as we wended our way down the path homeward, the grand old woods that had seemed glad to have their solemn silence broken, echoed back the merry ‘Tra, la, la!’ and while they waved us graceful adieux, still they beckoned, inviting us to come again and spend another happy day.”
(*Carbondale Advance*, August 25, 1877, p. 3)

Not surprisingly, a song was written about a basket picnic at Shepherd's Crook. The text of this song is among some undated newspaper clippings in a family scrapbook/photo album, made from wallpaper samples, in the collection of the Carbondale Historical Society. Here are the lyrics to the song "Shepherd's Crook":

Shepherd's Crook.

(Air—"Babies on our Beock.")

There was a basket picnic ;
It was held at Shepherd's Crook ;
The cream of all the season,
For the cake it surely took !
There were all kinds of refreshments,
That's as true as if we took the book,
And we'll tell you all about that day
We had at Shepherd's Crook.
We had rusks, and rolls,
And little cakes with holes ;
There was pudding, and some pie,
And a little whiskey on the sly.
We were all sitting around the table,
As happy as some duke,
All singing "Coming Through the Rye,"
For the folks at Shepherd's Crook.

CHORUS.

There was little Warren Decker
Sitting in the shade,
Crying and weeping
For some more lemonade.
Oh, rise, Warren, rise,
And drink from the little brook,
And don't act so childish,
When you come to Shepherd's Crook

It was twelve o'clock precisely,
When the tables they were spread,
And every sinner upon the ground
Was called up to be fed.
There were all kinds of edibles,
And everything was so refined;
But the way we are speaking now,
Is only in our mind.
We chawed, and gnawed,
'Till the sun went down in the west;
We munched, and cringed,
And at eating we did our best;
We waited round the table,
Until everything was completely shook,
And then we took to dancing,
That day at Shepherd's Crook.

CHORUS.

There was little Mathew Deegan—
He was not broke, but badly bent—
Crying and weeping
For all the money he spent.
Oh, arise, Mathew, rise,
Come and assist the cook,
And let us have a jolly time
While we're at Shepherd's Crook.

You may talk about your bakers,
But this crowd could not be beat;
You could travel the country over,
And their like you'd never meet,
For the trade they learned when they were
small,
For at a book they never looked,
But didn't they have some very fine cake
That day at Shepherd's Crook.
There was sponge cake, and jell cake,
As sweet as sweet could be;
Short-cake, and fruit cake,
Oh, it was a sight to see;
All Sitting round the table,
Fooling with the cook,
Singing all the latest songs
For the folks at Shepherd's crook.

CHORUS.

There is little Eddie Edwards,
Who came there very late,
And was crying and Weeping
For something to eat;
He cried, "the dinner, oh, the dinner,
Please get me a little chuck!"
We thought he'd die upon our hands
That day at Shepherd's Crook.

On Monday, August 27, 1877, at Gill's switch on the ten-mile level, the *Passaic* and a Gravity open air car were thrown from the track because someone had criminally tampered with the switch. Among the passengers in the derailed cars were Superintendent Rollin Manville and engineer William Muir. Here is the account of that accident, in which no one was killed or seriously injured, that was published in the *Honesdale Citizen* of August 30, 1877:

"An accident, happily unattended with any fatal or very serious results, occurred on Monday morning on the Gravity Railroad a half mile above Seelyville. The morning train from Carbondale consisted of four cars, the first two being filled with a party of pleasure seekers from Scranton and Carbondale, and officers of the regulars and national guard, now stationed in the former city, and accompanied by Supt. R. Manville, and engineer Wm. Muir. The military comprised of Gen. N. A. Morrow, U. S. Army, J. S. Teirnon, J. A. Snyder, J. S. Page of the 3rd Regulars, Henry C. Mott and B. H. Rogers, of the 13th regulars, Burgess A. E. McCandless, adjutant Gen. Harsh. Jas. Foster, A. P. Childs, Hartley Howard and James Weir, all of the 19th Pa. National Guard. At Waymart the cars containing the guests were 'cut loose' from the cars of the regular train and proceeded toward Honesdale. Everything passed off in the most enjoyable manner possible until Gill's switch was reached, when the car 'Passaic' and an open air car were suddenly and violently thrown from the track, the first named going down the steep culm embankment. Several of the visitors were taken from under the wrecked car, somewhat startled at the sudden stoppage, but not much injured, probably owing to the yielding nature of the coal dirt. A flagman was instantly sent back to signal the passenger train, then about due, and measures were promptly taken to remove the debris and repair the track to permit its passage. Soon after its arrival, a start was made again for town, which they reached in safety. The cause of the accident is generally attributed to some criminal tampering with the switch. It was fortunate that it was not the passenger cars that struck it, as they are much heavier than the cars that did, and they were filled with travelers, many of them being women and children, some of whom would probably have been killed. A roadway passed under the track just a few feet back from where the accident happened. If the cars had plunged into it many must inevitably have been killed. There is no clue as yet to the scoundrel who was the cause of the trouble. / Upon the arrival of the train at the depot, carriages were in waiting to carry the officers to White Mill, the object of their visit, to witness the manufacture of the fine glass ware, for which these works are so justly and widely celebrated. They were shown through the extensive establishment by Mr. Dorflinger and afterwards entertained by himself and lady at their hospitable mansion. Returning, dinner was partaken of at the Allen House, a hasty look at the objects of interest in our borough followed, and then the party returned on the afternoon train, highly pleased with their excursion, barring the accident. / The passenger car, *Passaic* of the Del & Hud Gravity road was considerable used up by the accident on the road last Monday." (*Honesdale Citizen*, August 30, 1877)

An eel made an appearance on the morning train from Honesdale to Carbondale in September 1877:

"A laughable incident to the spectators, but not at the time to the principal participant, occurred on the Tuesday morning train from Honesdale over the Gravity. Among the express matter was a good-sized box, in the cover of which was a hole caused by a knot dropping out. Just as the train started, a Del & Hud employe entered the car and seated himself on the aforesaid box. But a short distance had been traversed when our traveler felt a peculiar squirming motion where his spinal column ended, and, looking down, beheld some thing, he knew not what, emerging from said box. At this, the other occupants of the car were startled by a yell that would have delighted a Sioux warrior, and a leap that would have done no discredit to a professional athlete, and he left that neighborhood on the double quick, and sought more congenial quarters. After recovering his equilibrium somewhat, he appointed himself a committee of one to investigate the cause of all the trouble. The report was that the box contained a quantity of fish, and among them was a lively eel, which becoming tired of his cramped quarters, had sought the only way of egress at his command. As compensation for the wear and tear on his system, he took the 'serpent' with him when he reached his journey's end and probably experienced greater pleasure at a later interview than he did at the unceremonious introduction." (*Honesdale Citizen*, September 16, 1877)

New passenger coaches, with seats running crosswise and not lengthwise, it was announced in September 1877, will be placed upon the Gravity road by the first of October.

"New passenger coaches are being built here for the Gravity Railroad, and will be placed upon the road by the first of October. They are now receiving the finishing touches at the hands of the painters. They will be a decided improvement in one respect, as least, over the cars now in use, and that is the seats are to run across the car instead of lengthwise. The addition of these coaches will make the road first-class and still more attractive to the traveling public." (*Carbondale Advance*, September 22, 1877, p. 3)

On Tuesday, October 2, 1877, these two new passenger cars made their first appearance at Honesdale:

"The new cars for the Gravity Railroad made their first appearance in town on Tuesday afternoon. The passenger cars, two in number, are constructed of the best and most durable materials, with a view to strength in the case of accident; neatly painted and lettered; seats nicely cushioned; supplied with racks for parcels, ventilators, water-coolers and comfortable stoves for heating purposes. They are 27 feet in length and seven and a half wide, and will seat 21 persons. The seats are arranged crosswise instead of lengthwise, as in the old cars. Upon one side of the passage way are seats holding 2 persons, while upon the other side are single seats. The cars weigh between 5 and 6 tons." (*Honesdale Citizen*, October 4, 1877)

On October 2, 1877, about 150 ladies and gentlemen from Carbondale were the guests of the brothers McMullen, D&H assistant superintendents, on a ride on the Gravity Railroad from Carbondale to the Switchback at No. 9, where the cars were switched to the light track for the return trip, via Shepherd's Crook, to Carbondale. Here is the remarkable description of that ride that was published in the *Carbondale Advance* of October 6, 1877:

“A Delightful Excursion—Trial Trip of the new Cars for the Gravity RR. / On Tuesday morning, upon invitation of R. Manville, Superintendent, a large party of our townspeople assembled at the foot of No. 1, at half-past ten o'clock, to take an excursion around the 'Switchback'—to No. 9 [on the loaded track; see pages 106-107, below] and return [via the light track] on the Gravity railroad—in the beautiful new narrow-gauge cars just built for the accommodation of passengers between this city and Honesdale. These cars have the seats crosswise instead of lengthwise, as in the former cars used on the Gravity road. On one side of the aisle are seats capable of holding two persons comfortably, and on the other side of the aisle are seats that will seat but one person each. The cars are neatly painted and upholstered, have the same kind of windows, blinds and fastenings as more pretentious cars, and are built especially strong while looking light and airy. / The baggage and smoking cars are also perfect models of comfort and convenience. / About one hundred and fifty of the ladies and gentlemen men of Carbondale gladly availed themselves of the invitation extended by the brothers McMullen, assistant superintendents, from their worthy chief, and after all were comfortably seated the rope was pulled, the bell rung, and up plane after plane went the fairy-like train toward the clouds, loaded with precious freight. After reaching the top of the mountain, the train was switched upon the 'empty' or return track, and commenced its descent. A stop of a few minutes was made at Shepherd's Crook, to enable the party to view the scenery, after which the train passed rapidly on—skirting the eastern edge of town, giving a splendid view of buildings, shade trees and streets, and the surrounding hills and forests tinged with autumn's tints—on, on, to the switch below Powderly's, and then back homeward to the foot of Davis' plane—thence to the foot of No. 1, where all disembarked and proceeded home to diner, well pleased with the delightful trip. Too much praise cannot be accorded to Mr. Wm. McMullen, for the careful supervision he gives these excursions. Through his vigilance, and by having careful employes, he takes a party over what would otherwise be a risky route with all the safety of a pedestrian on a smooth street. Well may the Delaware and Hudson Co. be proud of its railroad superintendents, assistants, and employees, for to their care are the public indebted for the fact that no serious accident has ever occurred upon their roads. / We cannot close this article without giving a just meed of praise to Mr. Thos. Orchard, superintendent of the car shop, for the skillful manner in which he has planned and built these pretty little cars. These, and the larger cars constructed for the locomotive road, give evidence that we have in our midst car shops and mechanics equal to those anywhere, and we hope and trust the Company will see fit to have more of this kind of work done here.” (*Carbondale Advance*, October 6, 1877, p. 3)

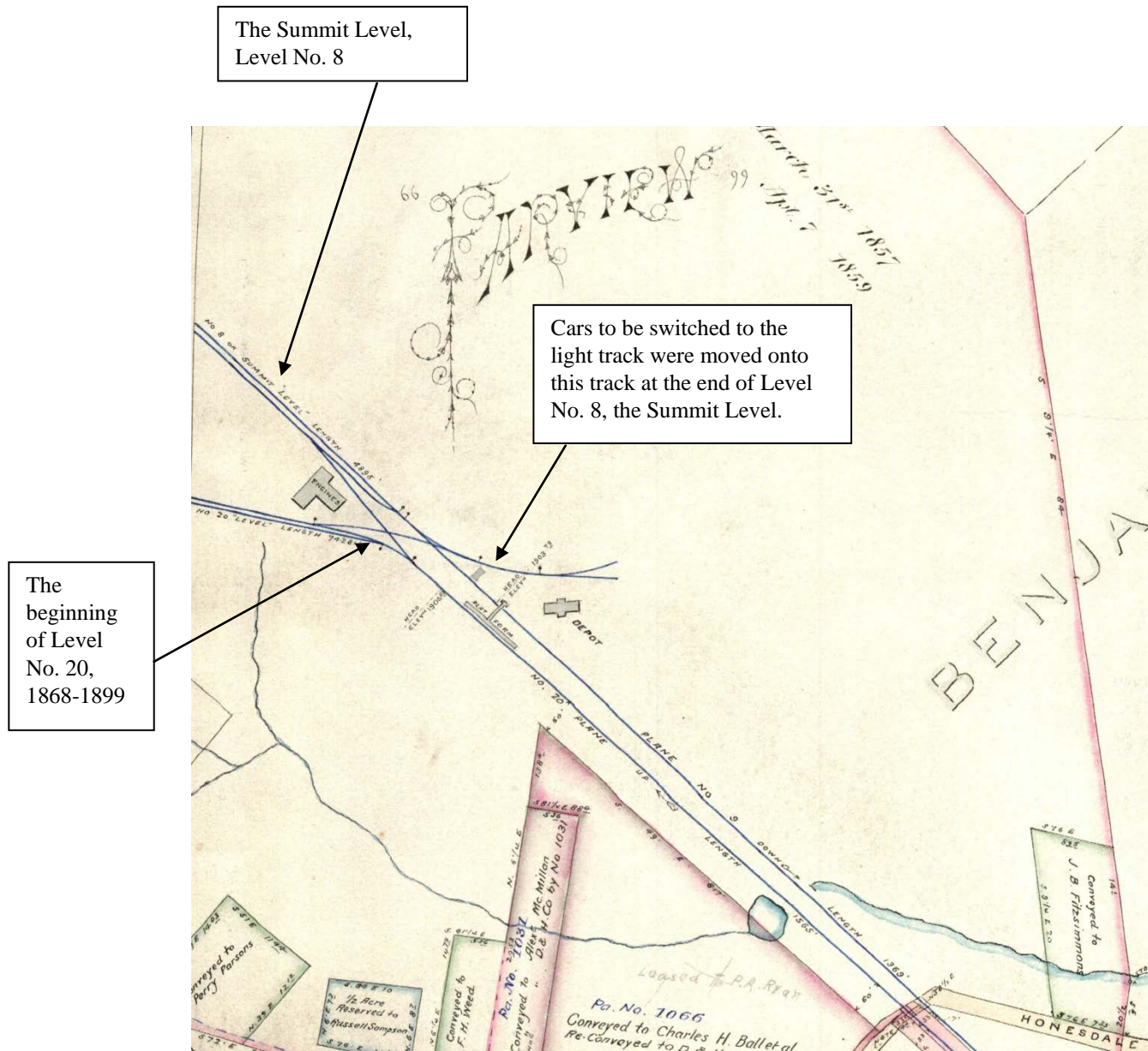
From that remarkable article we learn that:

- Gravity cars could be switched from the loaded track to the light track at No. 9 (see "The Switchback at No. 9," below)
- These new cars have the seats crosswise instead of lengthwise, as in the former cars used on the Gravity road. On one side of the aisle are seats capable of holding two persons comfortably, and on the other side of the aisle are seats that will seat but one person each.
- These new cars are neatly painted and upholstered and have the same kind of windows, blinds, and fastenings as more pretentious cars, and are built especially strong while looking light and airy.
- There were separate baggage and smoking cars on the Gravity Railroad which, like the cars in which the non-smoking passengers rode, were also perfect models of comfort and convenience.
- The cars, on their return to Carbondale, descended the mountain to the switch below Powderly's, where they were moved onto the return track to the foot of Plane No. 28 and thence to the foot of Plane No. 1.
- Thanks to the care of William McMullen and all of the D&H superintendents, assistants, and employees, no serious accident has ever occurred upon their roads.
- The Gravity passenger cars built in the Carbondale shops under the direction of Thomas Orchard are smaller than the passenger cars built in the same shops for use on the D&H steam locomotive line to Scranton, the Valley Road.
- The car shops and mechanics who work in them in Carbondale are equal to those anywhere.

The Switchback at No. 9

The switchback at No. 9 was essentially a transfer track on the top of the Moosic Mountain between the loaded track and the light track. The "beautiful new narrow-gauge cars just built for the accommodation of passengers between this city [Carbondale] and Honesdale" referred to in the article immediately above were taken up the mountain through Planes Nos. 1-8. At the eastern end of Level No. 8, the Summit Level, the cars were moved through a switchback there to the light track, Level 20. The cars then moved down the mountain on Level 20, passing through the Shepherd's Crook and Panther Creek area, and then down through White's Crossing and into Carbondale.

The detail of the Plane No. 9 area from the 1895 Gravity Railroad map volume given below shows the switchback at No. 9:



Here are five newspaper articles about the Switchback at No. 9 from the period 1870-1883. Four of these notices are accident reports, the fifth is a personnel note.

1. Rowley Smith seriously injured at the Switchback in January 1870:

“Railroad Accident. / A young man, named Rowley Smith, was run over by an empty car upon the Railroad near the Switch Back, one mile from town on Tuesday morning. It had rained over night and was still raining and freezing in the morning. The rails of the road, and all out door objects were covered with a coating of ice, which made the running of cars difficult. Smith was employed upon one of the Coal Trains on the road, and was then aiding in getting a train of empty cars in motion. He accidentally fell, striking with his neck and shoulders upon the rail, and before he could be extricated two wheels of a coal car passed over him. He was not killed as first reported, and although considerably injured is likely to recover.” (*Carbondale Advance*, January 29, 1870, p. 3)

2. Ira Stone was in a painful and very dangerous accident in August 1870 near the "Switch Back":

“Serious Accident. / Mr. Ira W. Stone, residing on North Washington street, in this city, met with a painful and very dangerous accident upon the railroad on Wednesday afternoon. In returning home from work, he was riding down the mountain on a train of empty lumber cars, coming safely until near the Switch Back. There the car jumped the track throwing him off and passing over him, bruised and injured him terribly about the head, neck and breast. The injuries are very severe, but it is yet hoped that his life may be saved. He is an exemplary and much esteemed citizen.” (*Carbondale Advance*, August 6, 1870, p. 3)

3. John Farrell, dispatcher at Switchback, was run over by cars there in December 1875:

1875: December 18: "John Farrell, dispatcher at Switchback, near Carbondale, while switching cars fell on the track, and was run over; his right leg, shoulder and three ribs were broken; but he is likely to recover." (PA Auditor General Report for 1875, p. 232)

4. Barney Brennan, a patcher at the Swithback had his shoulder blade broken in June 1883:

“Barney Brennan, a young man employed as patcher at the Switchback, had his shoulder blade broken on Wednesday last by being thrown from the cars.” (*Carbondale Leader*, June 29, 1883, p. 3)

5. James Shannon and Isaac Tonkin will now work at the Switchback under Patrick Powderly:

“James Shannon better known as Dann [?] and Isaac Tonkin, formerly with E. E. Hendrick, have accepted positions under Patrick Powderly at the Switchback.” (*Carbondale Leader*, November 16, 1883, p. 3)

End of Switchback at No. 9 Excursus

Here is the D&H passenger Timetable that went into effect on November 14, 1877. (*Carbondale Advance*, December 1, 1877, p. 3):

Schedules for trains on both the Gravity Railroad and the Valley Road are given in this timetable.


NEW TIME TABLE.

On and after Wednesday, Nov. 14, 1877, trains on the Delaware & Hudson Railroad will run as follows:

SARATOGA EXPRESS.

Leave Scranton for Saratoga at 6.20 a. m., arriving at Carbondale 7.00 a. m., Nineveh 9.30 a. m., Oneonta 11.00 a. m., Albany 2.20 p. m., Troy 3.25 p. m., Schenectady 2.25 p. m.; Saratoga 6.25.


Returning—Leave Schenectady 7.50, Troy 7.00, Albany 8.00, Oneonta 11.50 a. m.; Nineveh 1.30 p. m., Carbondale 4.12 p. m., arriving at Scranton 5.04 p. m.

 The above train now stops at stations on the Jefferson Branch.

CARBONDALE & SCRANTON PASSENGER TRAINS.

Trains leave Carbondale for Scranton at 6.20 and 8.30 a. m., and 12.30, 4.12 and 5.10 p. m.

Trains leave Scranton for Carbondale at 9.30 and 10.00 a. m., and 2.15 and 7.05 p. m.

 9.30 a. m. train leaves Scranton from the old depot.

GRAVITY RR. TO HONESDALE.

Leave Carbondale for Honesdale at 8:10 A. M. and 3:30 P. M.

Leave Honesdale for Carbondale at 8:00 A. M. and 2:35 P. M.

Gravity Railroad—Carbondale/Honesdale: morning and afternoon train each way

Carbondale & Scranton Passenger Trains: the Valley Road

January 1878: Passenger service over the Moosic Mountain in well-warmed and well-ventilated D&H Gravity passenger coaches:

"Notwithstanding the snow, the trains on the Gravity arrive and depart with great regularity. Travelers who have heretofore made the winter journey over the Moosic in stage coach, now thoroughly appreciate the comfort and pleasure to be derived from a ride over the mountain in a well-warmed and well-ventilated Del & Hud coach." (*Honesdale Citizen*, January 10, 1878)

The mail will now be carried between Carbondale and Honesdale via the Gravity Railroad:

"The Gravity is now taking its proper position among the railroads of the country, having secured the contract for carrying two daily mails each way between Honesdale and Carbondale, commencing Monday morning. This is a step in the right direction, as it will in a few days, secure to Waymart the reception of the city papers the day they are issued. Messrs. Rosser and Penwarden are acting as mail agents and conductors. The testimony of the traveling public is that 'they are the right men in the right place.' Travel by this popular and romantic route is constantly increasing, and we should not be surprised if, upon the opening of the summer season, the company would be compelled to add more coaches to the trains." (*Honesdale Citizen*, April 4, 1878)

In April, 1878, it was announced in the *Wayne County Independent* that excursion car for sightseers would soon be put on the Gravity Road:

"The Gravity trains have been crowded with passengers this past week. Excursion cars for sightseers will soon be put on the road." (*Wayne County Independent*, April 25, 1878)

A ride the Gravity Railroad quickly became one of the attractions of Honesdale. Such a ride, we read in the May 2, 1878 issue of the *Wayne County Herald*, "is not surpassed by the famous Switchback at Mauch Chunk."

"Last season passenger trains were placed on the Canal Company's gravity road and the ride from Honesdale to Carbondale over this novel railway has become one of the attractions of the place [Honesdale]. The cars are elegantly appointed, and to be carried in them up the sides of high mountains, around the abrupt face of beetling cliffs down into deep valleys, through dark stretches of wood, and over sunny slopes, is indeed an exhilarating experience. From these cars as they rush along obstructed by neither mountain nor gorge, the scenes that meet the gaze form one grand panorama of varying beauty. At some point the surrounding country is visible for miles—villages, rivers, lakes, woods and hills lying below in one enchanting picture. The ride

over the Moosic Mountain on this road is not surpassed by the famous Switchback at Mauch Chunk. Two trains leave Honesdale daily at 8 a.m. and 3 p.m. and, besides the pleasures of the trip, permit passengers to connect at Carbondale with the Jefferson Branch of the Erie, which extends down the Starrucca Valley to Susquehanna on the main line and with the Del & Hud's roads for the lower coal regions. Fare to Carbondale, 80 cents." (*Wayne County Herald*, May 2, 1878)

NEW TIME TABLE.

On and after Monday, May 27, 1878, trains on the Delaware & Hudson Railroad will run as follows:

SARATOGA EXPRESS.

Leave Scranton for Saratoga at 6.20 a. m., arriving at Carbondale 7.00 a. m., Nineveh 9.30 a. m., Oneonta 11.00 a. m., Albany 2.20 p. m., Troy 3.25 p. m., Schenectady 2.25 p. m.; Saratoga 6.25.

Returning—Leave Schenectady 8.00, Troy 7.00, Albany 8.00, Oneonta 11.30 a. m.; Nineveh 1.10 p. m., Carbondale 3.25 p. m., arriving at Scranton 4.06 p. m.

The above train now stops at stations on the Jefferson Branch.

The D&H Valley Road

CARBONDALE & SCRANTON PASSENGER TRAINS.

Trains leave Carbondale for Scranton at 6.20 and 8.20 a. m., and 12.30 3.25 and 4.40 p. m.

Trains leave Scranton for Carbondale at 9.30 and 10.00 a. m., and 2.15 and 6.20 p. m.

9.30 a. m. train leaves Scranton from the old depot.

ERIE TRAINS ON JEFFERSON BRANCH.

No. 37—Leaves Carbondale at 11:00 A. M.—arrives at Susquehanna at 3:20 P. M.

No. 33—Leaves Susquehanna at 6.05 A. M.—arrives at Carbondale at 10:25 A. M.

GRAVITY RR. TO HONESDALE.

Leave Carbondale for Honesdale at 8:00 A. M. and 3:35 P. M.

Leave Honesdale for Carbondale at 6:40 A. M. and 3:00 P. M.

Gravity Railroad, Carbondale/Honesdale: one morning and one afternoon train, each way.

CARBONDALE POST OFFICE.

MAILS CLOSE.

For North, by Saratoga Express, 6:45 A. M. Honesdale, &c., 7:40 A. M. and 3:15 P. M. New York, Philadelphia, Wilkes-Barre, and all points on D. & H. RR. and D. L. & W. RR., East and South, 7:40 A. M.

New York, Philadelphia, and South and North by D. & H. and D. L. & W. RRs., 12:10 P. M.

Dundaff, &c., 3:15 P. M.

MAILS ARRIVE.

From Honesdale, 10:45 and 4:30 P. M.

From Scranton, New York, and all points on the D. & H. and D. L. & W. RRs., 11 A. M. and 3:10 P. M.

From Dundaff, 10:30 A. M.

From North, by Saratoga Express, 4:30 P. M.

P. S. JOSLIN, Postmaster.

The D&H Gravity Railroad was enthusiastically promoted in the *Port Jervis Daily Union* in June 1878 as an excellent means of transportation for those persons from the Goshen, Middletown, and Port Jervis areas to choose as part of their rail journey in order to attend the one hundredth anniversary of the Wyoming massacre. Excursion tickets on the D&H for this special occasion, at which the President of the United States and several members of his cabinet will be in attendance, will be half-fare. This enthusiastic article, in which the glories of a ride over the D&H Gravity Railroad are extolled, was reprinted in the *Carbondale Leader* of June 15, 1878, as follows:

“Over the Gravity Road. / A Pleasant Trip to the Scene of the Wyoming Massacre. / The one hundredth anniversary of the massacre of Wyoming is the general topic on the streets and in the newspapers of Northern Pennsylvania at present. The celebration will be national in its character, and will be largely attended by the leading men of the Union. The President, with several of the Cabinet, leading Generals of army, also prominent naval officers, together with the Governors of the thirteen original states, which includes their staffs, will certainly be present. There being no celebration of magnitude anywhere this year on the Fourth, Luzerne Co., Pa., will be the chief point of interest. Protection Steam Fire Company No. 3 of Honesdale will take part in the parade. The Gravity Road of the Delaware & Hudson Canal Co. across the Moosic Mountains, from Honesdale to Carbondale, there connecting with its road to Wyoming and Wilkes-Barre, will run excursion trains at half-fare, and no better time is offered to residents along the line of the Erie between Honesdale and Jersey City, to visit Northern Pennsylvania and enjoy the delightful and romantic scenery of the Moosic highlands along the Delaware & Hudson Company’s new gravity passenger route from Honesdale to the Lackawanna and Wyoming coal fields. The Gravity railroad is provided with new and convenient cars, and travelers greatly enjoy a trip over the mountains in the open excursion cars, provided by the company for tourists. Hundreds of miles of hill and dale, dotted here and there with pleasant rural villages and country church spires inspire the enchanted sight-seer with awe. Far away in the distance the Catskill Mountains can be seen when the air is clear. Experienced travelers every one say that the scenery on the Gravity Road from the highest point looking towards the far off Hudson River, surpasses anything of the kind in the United States. The pleasure of riding at first-class railway speed without dust from a locomotive is also heartily appreciated by every one traveling over this splendidly furnished route. Passengers from the East over the Erie Railway, arrive in Honesdale in time to take the 3 P. M. Gravity train for Carbondale, and can there make immediate connection for Scranton, Wilkes-Barre, and on through the Lehigh Valley to New York and Philadelphia, thus making a very pleasurable circle or roundabout trip. Quite a number of Goshen people intend visiting the Wyoming Celebration. Why cannot Goshen, Middletown and Port Jervis unite in a grand excursion to the Wyoming Valley on this occasion?--*Port Jervis Daily Union.*” (*Carbondale Leader*, June 15, 1878, p. 2)

No more free rides on Gravity coal cars:

"The Pa Coal Co have followed the example of the Del & Hud and shut down on coal car riding on their gravity road. Conductors are required to enforce the new regulations under penalty of dismissal for neglect. It is rumored that another passenger car will be put on the road at an early day." (*Wayne County Herald*, July 25, 1878)

The Gravity passenger cars made the passenger run between Carbondale and Honesdale, even in difficult winter weather, as in early January 1879:

"Railroading over the Gravity was decidedly 'up-hill' business last Friday owing to the snow drifting badly in many of the cuts. But one trip was made between Honesdale and Carbondale; the morning trains from the two towns meeting in Waymart and then returning to their respective stating points, consuming all day in making the journey. Many of the company's employees engaged in shoveling snow had their ears badly frozen, and one or two were so seriously affected by the extreme cold to become unconscious. They were promptly cared for, all their wants supplied, and then conveyed home." (*Honesdale Citizen*, January 9, 1879)

New "summer coaches" were built during the winter of 1879 for the Gravity line.

"Superintendent Manville is preparing for the next summer's season [the 1879 season] on the gravity road by a measure which will present a marked improvement in the method of travel over that popular route. This is the construction of new 'summer coaches' similar to the open street cars in the large cities—the sides open, the seats extending cross the car, and an outer footwalk on each side for the passage of the conductor. This will afford passengers an unobstructed view of the scenery on the route, on every side. The cars are now in the course of construction at the Carbondale shop. They will be elegantly finished and provided with curtains for the protection of passengers in stormy weather." (*Honesdale Citizen*, January 9, 1879)

In the January 11, 1879 issue of the *Carbondale Advance*, it was announced that two summer coaches, designed by Thomas Orchard, would be ready for use on the Gravity line about April 1, 1879:

"New Cars. / The D. & H. are building in their car shops in this city, two summer coaches for the gravity line between Carbondale and Honesdale, similar in construction to city street cars, given to the summer travel. / The platform upon each end of the cars is small, to be used only by the brakeman in the work allotted him. The sides are to be open, and eight seats arranged in comfortable style, reaching from one side of the car to the other, leaving no aisle in the center as in the common railroad coach. A small platform running the whole length of the car will be

arranged for the conductor, upon which he will collect tickets and fares. Each seat will furnish room for six persons, and give them sufficient elbow room. Curtains will be placed upon each coach for use during a time of storm, and other improvements also added for the convenience of the traveling public. / Thomas Orchard, master car builder, has the work in charge, and we are assured it will be well done. / They will put them into use about April first. This must necessarily increase the ravel over the mountain, and furnish much enjoyment for excursionists. / This new addition to the attractions of this route, shows Sup't. Manville's determination to make every effort to gratify and serve their patrons and the public." (*Carbondale Advance*, January 11, 1879, p. 3)

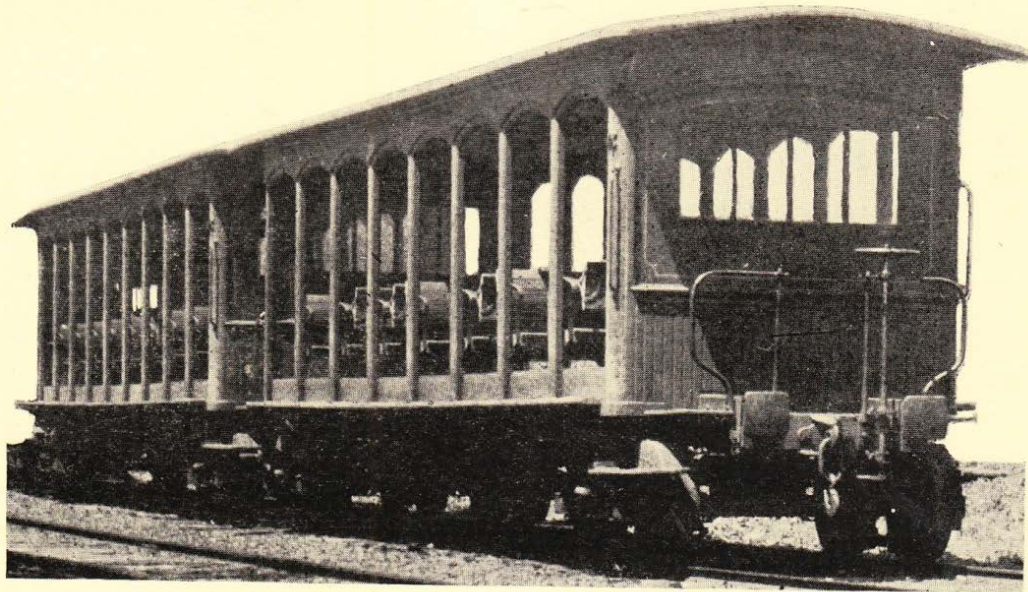
With these new summer cars, Conductor Rosser will be able to smoke the cigars given to him by Weiss of Honesdale:

"Rosser says he will like those summer cars because they will give him the outside choice, where he can smoke those cigars given him by Weiss of Honesdale." (*Carbondale Advance*, January 11, 1879, p. 3)

Travel in the new summer coaches was promoted in an article that was published in the *Scranton Times* and reprinted in the March 13, 1879 issue of the *Wayne Independent*:

"Honesdale correspondent from the *Scranton Times* writes: It is expected that the Erie Railroad will carry more passengers than ever during the coming pleasure season, and it is also expected that the comparatively new Gravity passenger route of the D & H Coal [sic] Co. will do an increased business during the heated season. The new and elegant open excursion cars being built for summer travel over the mountain will be a new feature, that will not only be a novelty but a sure card which will draw a large number of pleasure parties this direction. Passengers can leave New York on the Erie at 9 in the morning, connect in Honesdale with the 3 o'clock train on the Gravity road, enjoy a mountain ride fit for a million gods to the summit of the Moosics, connect on the mountain top with the train from Carbondale which arrives in Honesdale at 5 p.m., which makes immediate connection with the Erie for New York, returning there at bed time." (*Wayne Independent*, March 13, 1879)

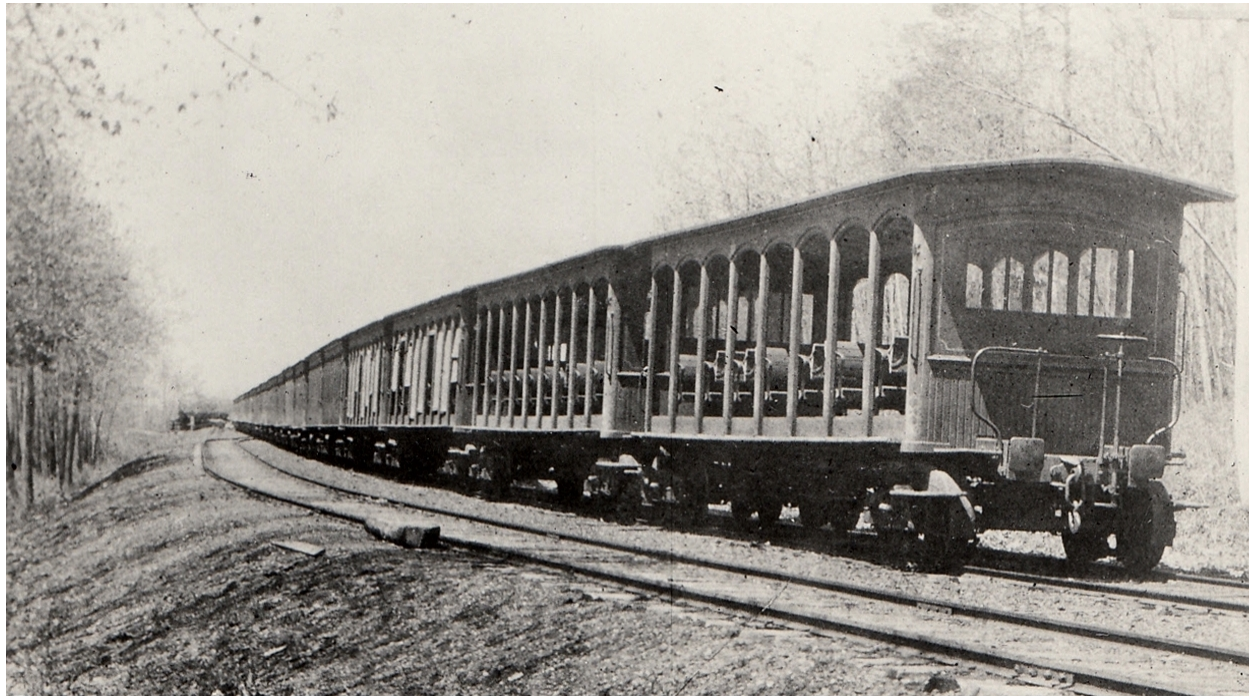
These two new summer cars are shown on page 28 in *The Delaware and Hudson Company Board of Managers Inspection of Lines* : : June 2, June 5, 1927. The photo, it is our contention, was taken on Level 20, between Shepherd's Crook and White's Crossing, the cars having just descended through Shepherd's Crook, on their way to "The Straight Line" between Shepherd's Crook and Whites Crossing. See pages 485 and 507 in the volume in this series on the 1868 configuration of the Gravity Railroad for a photo of "The Straight Line."



Summer Cars on the Gravity Road

Two summer cars were built by the Company at Carbondale in May, 1879, under the supervision of Thomas Orchard, Master Car Builder of the Pennsylvania Division. The record shows: length of body, twenty-four feet; length over all, twenty-eight feet; seating capacity, twenty-eight; wheels, cast iron, twenty-four inches in diameter. In an issue of *The Railway Age* dated June 12, 1879, we read, "R. Manville, Superintendent of the Pennsylvania Division, Delaware and Hudson Canal Company's road, and his wife and daughter, accompanied by Sheldon Norton, Civil Engineer, and his wife William McMullen, General Foreman of the Gravity road, and wife, and some sixty persons comprising the influential citizens of Carbondale, enjoyed the first trip over the Delaware and Hudson Canal Company's Gravity road in the elegant open coaches fresh from the shop on Saturday afternoon, May 31. The ride was enjoyed by every one in the party. As they landed at the home station many expressions of delight went up, and Superintendent Manville received hearty thanks."

The photo on the preceding page, it is easy to see, is a cropped photo. It is a cropped version of the photograph given below, which is used by S. Dixon in *Rails through Canaan* on page 15. Dixon gives the source of the photo as the Pennsylvania State Archives, Harrisburg, with the identification on the photo being "Gravity Railroad Open-air Passenger Cars." Given the fact that the D&H used this photo in one of its own publications in 1927 (see preceding page), and given the fact that the photo is identified in the Pennsylvania State Archives as being one of "Gravity Railroad Open-air Passenger Cars," it seems very clear that the photo is not of open-air passenger cars on one of the inclined planes at Jim Thorpe, as some persons interested in the history of the D&H Gravity Railroad would maintain. The photo given below, it is our contention, was taken on Level 20, between Shepherd's Crook and White's Crossing, the cars having just descended through Shepherd's Crook, on their way to "The Straight Line" between Shepherd's Crook and Whites Crossing. See pages 485 and 507 in the volume in this series on the 1868 configuration of the Gravity Railroad for a photo of "The Straight Line."



In March 1879, the D&H announced a remarkable excursion opportunity for travelers from New York City: take the Erie Railroad to Honesdale and then transfer to the D&H Gravity Railroad to Carbondale. Return to New York via the same route, or take the D&H Valley Road to Scranton and there transfer to the Pennsylvania Coal Company's Gravity Railroad to Hawley. At Hawley. Board an Erie train for the return trip to New York City. What a remarkable journey that would have been. Here is the announcement of this travel possibility that was published in the *Carbondale Leader* of March 22, 1879:

“NEW EXCURSION ROUTE. / Arrangements are being perfected for the opening of a new excursion route for pleasure travelers, during the coming summer. Ever since the D. & H. C. Co. put passenger cars on the gravity road between this city and Honesdale, the attention of pleasure tourists has been drawn to it, not only because of the wild and romantic mountain scenery along the route, but in view of the novel method of passage, and the various curiosities connected with the anthracite coal regions, and the process of mining, preparing and transporting the coal to the seaboard markets. In anticipation of a large proportion of the pleasure travel being diverted to this route, the D. & H. C. Co. have provided a number of open cars, specially arranged for the comfort of tourists, and in connection with the Erie Railway Company, a time-table will be prepared by which parties from New York and other cities can make the trip with great comfort and at a very reasonable rate. Those who desire to extend their visit and researches farther down the valley, may proceed to Scranton, and thence home *via* the Pennsylvania Coal Company's road to Hawley. This latter road has long been a favorite one with pleasure tourists and it presents to a great extent the same features as our gravity road to Honesdale. Such a trip can be accomplished speedily and give considerable time for the examination of the many interesting objects to sight seers all along the route.” (*Carbondale Leader*, March 22, 1879, p. 3)

By May of 1879, small parties of excursionists passed over the Gravity daily:

"The small parties of excursionists passing over the Gravity are a daily occurrence." (*Honesdale Citizen*, May 15, 1879)

On June 12, an excursion party of over 400 persons from Scranton, the excursion party under the auspices of the Scranton Home for the Friendless, traveled to Carbondale and then enjoyed a ride over the Gravity Railroad to Honesdale.

"An excursion party under the auspices of the Managers of the Scranton Home for the Friendless, consisting of eight well filled passenger cars, arrived here at 9 o'clock on Thursday. The children of the Home, numbered about 40, and they were accompanied by nearly 400 others. They were here transferred to the Gravity Road, where they were joined by a number from this city, and enjoyed the romantic ride to Waymart and Honesdale." (*Carbondale Advance*, June 14, 1879, p. 3)

A report on this same excursion was published in the June 19, 1879 issue of the *Honesdale Citizen*:

"The excursion and picnic to Honesdale and Waymart last Thursday, in aid of the Scranton Home for the Friendless was a decided success. Fifteen cars were required for the use of the excursionists, who numbered 430. The D & H Canal Co. contributed the use of the cars and road. The Home netted \$400 by the trip."

To promote travel over the Erie Railroad, the Erie Railroad had engraved, in June 1879, a map showing the D&H and the Pennsylvania Coal Company's gravity railroads and the points of interest along those roads and their elevations.

"The Erie railroad company has just had engraved a map of the gravity roads and the country through which they run. It gives the points of interest and their elevations. Profiles of the plans, with elevations above tide, are included in the map. A draft was made by E. H. Mott." (*Honesdale Herald*, June 26, 1879)

It would be nice to see a copy of that map. One day, hopefully, a copy will surface.

From an article that was published in the July 10, 1879 issue of the *Honesdale Citizen*, we learn that it was the opinion of the public that if the D&H would reduce the fare for excursionists that more pleasure seekers would ride over the Gravity:

"It is the opinion of the public that if the officials of the Del & Hud Canal Co. would reduce the fare for excursionists, without regard to the number, from Honesdale to the Summit and return to fifty cents, they would allure many pleasure seekers to a ride over the Gravity, who are now deterred by the expense, and it would doubtless prove an additional source of profit to the company. Parties can now leave town [Honesdale] at 6:45 a.m. and return at 9:15 a.m. or at 3 p.m. and return at 5 p.m."

"Harry Hazel," an editor for the *Yankee Blade*, was one of many Massachusetts editors who enjoyed a ride over the Gravity Railroad in the summer of 1879. It was the opinion of those excursionists that a ride over the D&H Gravity Railroad "exceeds in romantic beauty the famous switchback route, near Mauch Chunk." Here, from Harry Hazel, as reprinted in the *Carbondale Leader*, is possibly the most rapturous review of a ride over the Gravity Railroad that has ever been written:

"THE GRAVITY ROAD. / Among the Massachusetts Editors, who recently made an excursion through this section of country, was Mr. Justin Jones, known as 'Harry Hazel,' of the *Yankee Blade*. We give below his account of the ride to Honesdale and back on the gravity road exceeds

in romantic beauty the famous switchback route, near Mauch Chunk. We have already published the fact that in the opinion of these excursionists, this ride exceeds in romantic beauty the famous switchback route, near Mauch Chunk:-- / Who that participated on that lovely day, will ever forget the exciting ride over the Moosic mountains in the open cars of the Gravity railroad, from Carbondale to Honesdale, and by some seemingly mysterious arrangement of those wondrous railways brought back to the point of starting over another track, without being conscious of a switch or a crossing during the entire ride? Up the steep grades by the power of stationary engines, and on the down grades by the force of gravity alone, each car is as easily controlled by the brakeman as is a horse car on a level road. At times, on the downward grade we were speeding, almost flying, thro' the air at a rate of not less than forty-five miles an hour, around short curves, over the crown of embankments whose steep precipices make the heart jump to look below, across dark-looking ravines spanned by slight-looking bridges, and down steep descents that would make one shudder were it not 'assurance made doubly sure' that danger from accident was as far remote as on ordinary railways. This ride is a novel experience—an exhilarating sensation—one that wakes up a man so fully that he is almost surprised that it is possible that he can be made so thoroughly wide awake; and with perceptive faculties thus opened, and his whole soul thrilling with the grandeur and magnificence of mountain and valley scenes, constantly opening before his enraptured vision, he feels transported above the ordinary levels of life to a much higher altitude than the summits of the grand old mountains themselves.” (*Carbondale Leader*, July 19, 1879, p. 2)

From a notice that was published in the July 24, 1879 issue of the *Honesdale Citizen*, we learn that the D&H had published a guide book with descriptions and illustrations of the localities traversed by its railway lines:

"The Del. & Hud. Canal Co. has issued a guide good with descriptions and illustrations of the localities traversed by its railway lines."

It would be nice to see a copy of that guide book.

On August 27, 1879, a group of young people picnicked at Shepherd's Crook, by invitation of the Keystone Club:

“A very pleasant party of young people picnicked at Shepherd’s Crook on Wednesday, by invitation of the Keystone Club.” (*Carbondale Advance*, August 30, 1879, p. 3)

In August 1881, fares were reduced on passenger trains from Honesdale to Farview and return by the next train:

"The Del & Hud Canal Co. have reduced the fare over the Gravity from Honesdale to the top of the mountain, and return by the next train, to 75 cents whether a single ticket is sold, or to parties of 10 and upwards as heretofore." (*Honesdale Citizen*, August 25, 1881)

The D&H had built two additional open cars built for the 1882 excursion season:

"The Del and Hud are having 2 more open cars built, to be completed in time for the opening of the excursion season on the Gravity." (*Honesdale Citizen*, March 9, 1882)

In spite of the fact that the engine at the head of Plane No. 15 at Prompton on the light track was broke down, the 1 P.M. passenger train from Honesdale to Carbondale on Tuesday, April 4, 1882 arrived in Carbondale on time because of the creative use of motive power and existing tracks in the D&H Gravity system. Here is what took place:

"Owing to a break-down of some proportion of the engine at the head of the Prompton plane [No. 15 on the Light track], on Tuesday afternoon, the 1 p.m. Gravity Passenger Train was compelled to resort to the little locomotive, used on the docks for motive power, from just above Seelyville to No. 4, a mile above Prompton, using the loaded track. At No. 4 it was again transferred to the light track, and made its regular connection in Carbondale, on time, as though nothing had happened to interfere with its movements. In consequence of the accident the coal car runners were compelled to work all night." (*Honesdale Citizen*, April 6, 1882)

In May 1882, the chemistry class of the Port Jervis High School traveled over both the Pennsylvania Coal Company's Gravity Railroad and the Delaware and Hudson Canal Company's Gravity Railroad in order to tour the coal fields of the Lackawanna Valley:

"The members of the chemistry class at Port Jervis High School contemplate a tour of the Lackawanna coal fields, going by way of the Pennsylvania Gravity and returning by the Del & Hud." (*Honesdale Citizen*, May 4, 1882)

A third daily passenger train, with a highly innovative passenger transfer arrangement, was added to the passenger schedule between Carbondale and Honesdale in January 1883:

"In order more fully to meet the requirements of the traveling public, the D & H Canal Co., last week, put a third passenger train on the Gravity, leaving Honesdale at 9:30 a.m., and Carbondale at 9, meeting at Waymart, where the passengers change cars and continue their journey, the trains returning to their respective starting points. This arrangement will prove a great

accommodation to travelers. As an additional means of safety a second breakpoint has been put on each passenger train, George Blanchard with Conductor Rosser and Al Bishop with Conductor Penwarden." (*Honesdale Citizen*, January 11, 1883)

On January 30 and 31, 1883, the D&H offered discounted round-trip fares from Honesdale and Waymart to Scranton. To date, we have not yet learned what the special occasion was for these discounted fares.

"On Tuesday and Wednesday, January 30 and 31, the D & H Canal Co. will sell round-trip tickets from Honesdale and Waymart to Scranton and return at the following prices: from Honesdale, \$1.80; from Waymart, \$1.30." (*Honesdale Citizen*, January 18, 1883)

In March 1883, the Honesdale / Carbondale passenger trains on the Gravity Railroad were almost always completely filled with passengers:

"The number of passengers carried on the gravity road seems to exceed that of the Honesdale branch of the Erie. Nearly every incoming and outgoing train on the Gravity is completely filled with passengers." (*Honesdale Citizen*, March 15, 1883)

So popular did excursions on the Gravity Railroad become that on April 18, 1883, it was announced in the *Honesdale Citizen* that "L. Grambs and Son are now making a brand of cigars to be known as 'Gravity.' The boxes are to be ornamented with the very accurate view of Shepherd's Crook on the above railroad." (*Honesdale Citizen*, April 19, 1882)

In mid-May 1883, the open air excursion cars were placed on the Gravity road for the summer season:

"The open summer excursion passenger cars have been placed on the Gravity road of the D & H Canal Co. for the season." (*Honesdale Citizen*, May 17, 1883)

In July 1883, it was reported that each Gravity train would be provided with two observation coaches:

"Each of the gravity trains is now provided with two observation coaches." (*Honesdale Citizen*, July 5, 1883)

A group of newspaper men rode over the Gravity Railroad in July 1883. The journalist from the *Port Jervis Union* wrote a glowing review for his paper, in which he declared:

"The Gravity road has no equal in the world. The Mauch Chunk Switchback falls far below it in every particular. From the point where it passes over the Moosic Mountain, one of the grandest landscapes in the world is spread before the eye. In the distance the Catskill mountains tower up, blue and beautiful, and the country nearby looks like a paradise. The road could easily be made to attract a million tourists annually, were it advertised as a pleasure route. All along the route was a succession of beautiful views." (*Honesdale Citizen*, July 7, 1883)

A handsome smoking and baggage car was built for passenger service on the D&H in January 1884:

"A new and handsome smoking and baggage car is being built at the Carbondale shop of the Del & Hud for use on the gravity." (*Honesdale Citizen*, January 24, 1884)

The D&H won a prize at the New Orleans exposition in 1885 for the scenery on the line of their railroad:

"The Del & Hud Canal Co took 2nd prize at the New Orleans exposition for scenery on the line of their roads." (*Honesdale Citizen*, September 3, 1885)

Reported in the December 10, 1885 issue of the *Wayne County Herald* is a communication that Dr. S. E. Wishard sent to the *Cincinnati Herald and Presbyter* about a ride over the Gravity Railroad that he enjoyed as the guest of Mr. Van Bergen:

"Our good engineer, Mr. Van Bergen, did not let us off alone, but in the early morning piloted us to the depot, and took his seat with us in the car, as we passed on to Honesdale. This is a style of railroad peculiar to this region. A stationary engine lifts the train up a heavy grade for a quarter of a mile, then relaxes its grip, and leaves the car to glide away down grade until we reach another hillside. Here another stationary engine lays hold of us and sends us whirling another half mile up the mountains, and tosses us over the summit, when we take another slide within 4 miles of our starting. And now across the Moosic Mountain, which is the divide between the waters of the Susquehanna and Delaware rivers, we take a long run of ten miles or more by the force of gravity. The advantage of this sort of pleasure over the old time coasting is that the other fellow pulls the sled up and we all ride down. This is the Gravity Road, a most delightful way down and down, plump into the dale called Honesdale." (*Wayne County Herald*, December 10, 1885)

On average, 400 passengers a day took the Gravity Railroad between Carbondale and Honesdale in 1889:

"According to the *Citizen*, the D & H Gravity Road has carried on average daily this summer between Carbondale and Honesdale 400 passengers." (*Wayne Independent*, September 26, 1889)

On April 23, 1896, D. Milton Perry, head brakeman on Conductor Pierce's 7:25 A.M. Gravity passenger train from Honesdale was killed when a sagging telegraph guy wire and the telegraph pole derailed the train near Prompton. Here are the details of this freak accident:

"Since the Del & Hud C Co. commenced running passenger trains over the Gravity, accidents have been extremely rare, and none resulted fatally until last Thursday morning. Conductor Pierce's train, which left Honesdale that morning at 7:25, with D. Milton Perry as head brakeman, had proceeded on its way to within about a mile of Prompton, when Mr. Perry observed that a sagging guy wire of a telegraph pole would catch the front of his car. He immediately commenced to apply the brake, as also did the rear brakeman. Geo. W. Penwarden, but the distance proved too short within which to stop the train, and the wire caught the car, pulling out the long stake to which it was attached in the bank, and sunk to the depth of nearly 3 feet, drawing it under the forward truck of the baggage car, derailling it and at the same time throwing the unfortunate brakeman under the wheels, which crushed his thighs and broke both legs below the knees. When the cars stopped Mr. Perry was found under the front wheel of the first coach. Mr. Perry died two hours after the accident. The accident was undoubtedly caused by the frost loosening the soil around the stake in the bank to which the guy wire was attached. / There were 4 passengers in the baggage car, and all escaped with nothing more serious than the general shaking up. A coal train of 125 cars and a freight car had preceded the passenger train but a few moments, and none of the runners observed anything wrong with the wire, neither did it strike any of the cars, not even a freight, which is nearly as high as the passenger coaches. The baggage car was but slightly injured, and the coaches, not at all, remaining on the track." (*Honesdale Citizen*, April 30, 1896)

Forest fires in the vicinity of Shepherd's Crook, in early May 1896, made it possible that the immense culm pile there might be ignited by the fires. A large number of men were sent to the area to make sure that the culm pile not be ignited by the forest fires.

"The Del & Hud had a large number of men at work at Shepherd's Crook, Monday morning, in order to prevent the immense culm pile at that point igniting from forest fires." (*Honesdale Citizen*, May 14, 1896)

In July 1896, Whitney, the newspaper man from Susquehanna, wrote the following words of praise of the Gravity Railroad and Farview:

"The Del & Hud, in the possession of the Gravity road and Farview, have a cinch and a gem. Few railroads possess such grand attractions. They are the delight of the tourist and the artist. Farview is one of the most picturesque spots in the US, and a ride over the Gravity is a grand, educational treat." (*Honesdale Citizen*, July 30, 1896)

In addition to passenger service on the Gravity Railroad, freight service on the line was also very robust. In the July 7, 1897 issue of the *Wayne Independent*, we read:

"One of the most pronounced business booms that has reached this section lately is that in the freight business over the gravity railroad, says the *Carbondale Leader*. An unprecedented volume of traffic is now going and coming over that line, caused in part by the industrial output of the Maple city [Honesdale]. Boots and shoes, beer, cheeses, and elevators make up a good part of this output. The trains are not short ones either and the bulk to the business is such that often and extra force of half a dozen men are required to handle the freight brought in by the gravity cars." (*Wayne Independent*, July 7, 1897)

In July/August 1897, Frank Rapaso, a representative of the *N. Y. Journal* spent two weeks taking over 400 photographs of the D. & H. Canal and Gravity Railroad. An illustrated description of the D. & H. Canal and Gravity Railroad was then published by Rapaso in an issue of the Sunday *N. Y. Journal*.

"Frank Rapaso, the representative of the *N. Y. Journal*, arrived in town [Honesdale] on Monday, having spent the last two weeks on the D & H canal. He went over the Gravity on Tuesday and expects to return to Honesdale today. He has already taken 400 views along the canal between Rondout and Honesdale and a forthcoming issue of the Sunday *N. Y. Journal* will devote six or seven pages to an illustrated description of the canal and Gravity road." (*Wayne Independent*, August 11, 1897)

In the October 29, 1898 issue of the *Wayne Independent*, it was announced by H. G. Young, Second Vice president of the Delaware and Hudson Canal Company, that "beginning on January 1, 1899, all passenger, coal and freight trains will discontinue running on the Gravity railroad until further notice."

In the November 12, 1898 issue of the *Wayne Independent*, the last excursion over the Gravity Railroad was announced:

"The excursion on Thursday was advertised as 'the last one over the Gravity.' The heavens punished this bit of deception by pouring down on it the wrath of storm."

In the December 28, 1898 issue of the *Wayne Independent*, we read:

"Tickets on the gravity are being stamped 'No good after December 31.' "

0813

Ludolph Hensel

Broad ranging interest in the scenic beauty to be enjoyed during a ride over the Delaware and Hudson Canal Company's Gravity Railroad as well as through a visit to the city of Carbondale was stimulated by the publication in August of 1879 of a series of "splendid home stereoscopic views" by Ludolph Hensel," of Port Jervis, N. Y.

Here is a photograph of Ludolph Hensel. The print from which this copy was produced is in the archives of the Wayne County Historical Society.



The earthly remains of Ludolph Hensel and his wife Theresa are interred in the Green Gates Cemetery, Hawley, PA.

Here is the newspaper story announcing the publication of Hensel's "Splendid Home Stereoscopic Views" that was published in the August 2, 1879 issue (p. 3) of the *Carbondale Advance*:

"Splendid Home Stereoscopic Views. / Mr. L. Hensel, a very skillful artist of Port Jervis, N. Y., has rendered our town, and our romantic coal region, a great service. For some months past he has been engaged in taking views upon the streets of our city, and of the whole town from surrounding elevations, and also along the line of our different railroads, including many wild, wierd and romantic scenes. His subjects have been well chosen, and the work done with great judgment and skill. Together they make a collection of the finest stereoscopic views that have yet been published. No pictures can surpass them in romantic beauty, and we predict for them great popularity and a wide sale everywhere. Here, especially, they have an added and still greater value. They pertain to our own homes, and surroundings, and place in a most interesting form—so that they may be enjoyed at ease in our parlors—the picturesque beauty of scenes about us. They should be upon every centre table. / The names of the different views embraced in the list will be found in our advertising columns to-day, and a full supply can be found at the store of Henry B. Jadwin, on the Public Square, Price 20 cts. each; \$2.00 per dozen." (*Carbondale Advance*, August 2, 1879, p. 3)

Stereoscopic Views
OF
CARBONDALE, PA.
AND
A RIDE OVER THE
DEL. & HUD. GRAVITY ROAD
INTO THE COAL REGIONS.

Photographed and Published by
L. HENSEL, Port Jervis, N. Y.

Th Marcy House, near Del. & Hud. Depot.
View down Main st. from the Marcy House.
View down Main st. from Wall street.

Looking up Main st. from Wall street.
View up Main st. from City Hall.
East side of Main st. looking up from City Hall.
West side of Main st. looking up from City Hall.
East side of Main st. looking down from City Hall.
West side of Main st. looking down from City Hall.
Episcopal Church, seen from Main st.
Episcopal Church, seen from the Bridge.
The Roman Catholic Church, front view.
View down Wall st. from Main street.
Jermyn Block, Wall street.
View down Church street.
View of the Churches on Church street.
Presbyterian Church, Church street.
Carbondale, seen from above the Highworks.
Head of No. 28, and Carbondale seen from above the Highworks.
Van Bergen & Co.'s Iron Foundry, 3 views.
Del. & Hud. Gravity Road Depot.

RAILROAD VIEWS.

Honesdale seen from the Head of No. 13.

The "Horse Shoe," seen from a ledge.

Looking down from the Head of No. 14.

Looking toward Depot, at Prompton, on Light Track.

Looking toward Prompton, from Head of 15.

Looking up No. 16 Plane, Passenger Train on Loaded Track.

Looking down No. 16 Plane.

Island on Keen's Lake, seen from Light Track.

Keen's Lake, seen from Head of No. 17.

The Angle at Head of No. 17 Plane.

Depot and Tracks, seen from Foot-Bridge, at Waymart.

Waymart, seen from Patterson's Hill.

Waymart, seen from Old Dumping Ground.

View down No. 18 Plane, with Passenger Train; Waymart in the distance.

View down the Valley from Head of No. 11.

Views of Shepherd's Crook.

View of Passenger Train on Shepherd's Crook.

View down Lackawanna Valley from Shepherd's Crook.

Views in Rock Cut at Shepherd's Crook.

Steep Grade at Shepherd's Crook.

View down Lackawanna Valley from above Shepherd's Crook.

View down Lackawanna Valley from Head of No. 23 Plane, at Olyphant.

Olyphant, seen from near Head of No. 23.

Grassy Island Breaker, near Peckville.

View over the Gravity Road from Grassy Island Breaker.

View of Inclined Bridges of the Del. & Hud., crossing the Lackawanna, at Peckville.

View down the Lackawanna Valley from Plane No. 26.

Views of Gravity Road from Head of No. 25.
 View of Archbald from Loaded Track.
 View of Archbald and Coal Breaker, seen
 from Railroad.
 View of Railroad Bridge at Foot of No. 26.
 View of Archbald and Coal Breaker, seen
 from Bridge at Foot of No. 26 Plane.
 View of Jermyrn, seen from Head of No. 27.
 View of Carbondale, seen from Head of 28.
 View of Van Bergen & Co.'s Foundry and
 Hendrick's Oil Works from Head of 28.
 View of Highworks and Shops from Head
 of No. 28 Plane.
 View of Carbondale, seen from No. 1 Plane.
 View of Racket Brook Gap, seen from Rail-
 road.
 View of Racket Brook Breaker, looking up
 Plane No. 4.
 Views of Carbondale, seen from Plane No. 4.
 Views of Lackawanna Valley at Carbondale,
 at distance from No. 5 Plane.
 Bird's-eye View of Keen's Lake.
 Del. & Hud. Track crossing Keen's Lake.
 Views up the Gorge at Shepherd's Crook.
 Picnic Ground above Painter's Creek Falls,
 Shepherd's Crook.
 Manville Falls on Painter's Creek, seen from
 above.
 Manville Falls on Painter's Creek, seen from
 below.
 Van Bergen Falls on Painter's Creek.
 Devil's Slide on Painter's Creek.
 Wilbur Falls, seen from the Gravity Road.
 The Depot and Planes at Waymart, seen from
 the Highworks.
 The Highworks at Waymart.
 McGarry Avenue on the Gravity Road,

Price 20 cts. each ; \$2 per dozen.

For sale by HENRY B. JADWIN.

A photograph of
 Jadwin's Drug Store in
 Carbondale where
 these stereoscopic
 views were on sale is
 given below on page
 137.

The "Railroad Views" referenced in the above ad and article were numbered by Hensel as Nos. 1100-1166.

The views of Carbondale referenced in the above ad and article constitute the Hensel series titled "Stereoscopic Views of Carbondale, Pa. Photographed and Published by L. Hensel, Port Jervis, N. Y." The numbers assigned by Hensel to these Carbondale views are Nos. 1167-1190.

Here is a stereoview of Jadwin's Drug Store in Carbondale where these Hensel views were on sale. This stereocard is in the collection of the Carbondale Historical Society and Museum, Inc.

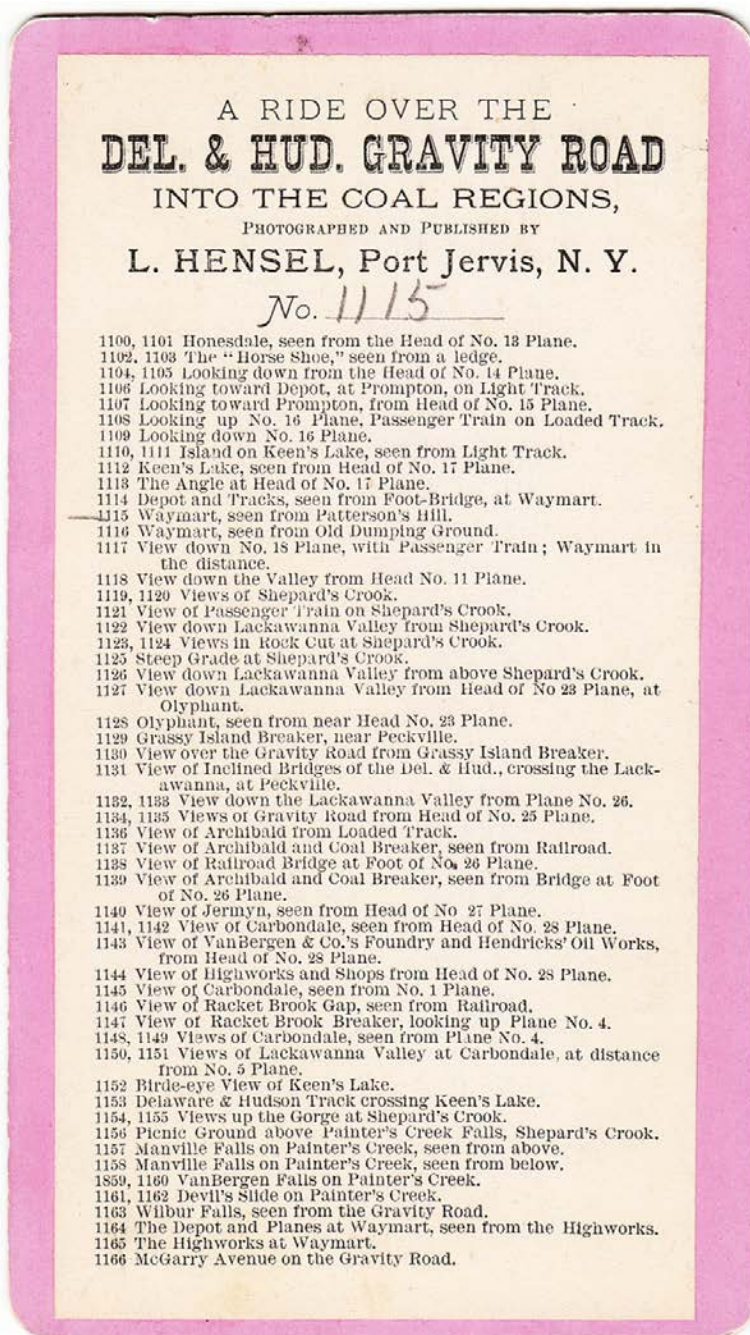


Stereocards by L. Hensel in five separate series are in the collection of the Carbondale Historical Society. The sequence in which we have numbered them here is arbitrary. At present we do not know the specific years in which Series Four and Series Five were produced. Series 1-3, we believe, date from 1879. The back of a representative card from each series is given below:

1. *A RIDE OVER THE DEL. & HUD. GRAVITY ROAD INTO THE COAL REGIONS*, Photographed and Published by L. HENSEL, Port Jervis, N. Y. (Referenced in the above ad from the August 2, 1879 issue of the *Carbondale Advance*). 1879. All of the images in this series, Nos. 1100-1166 are of the D&H Gravity Railroad. Note that there are also D&H images in the second and third series shown below.

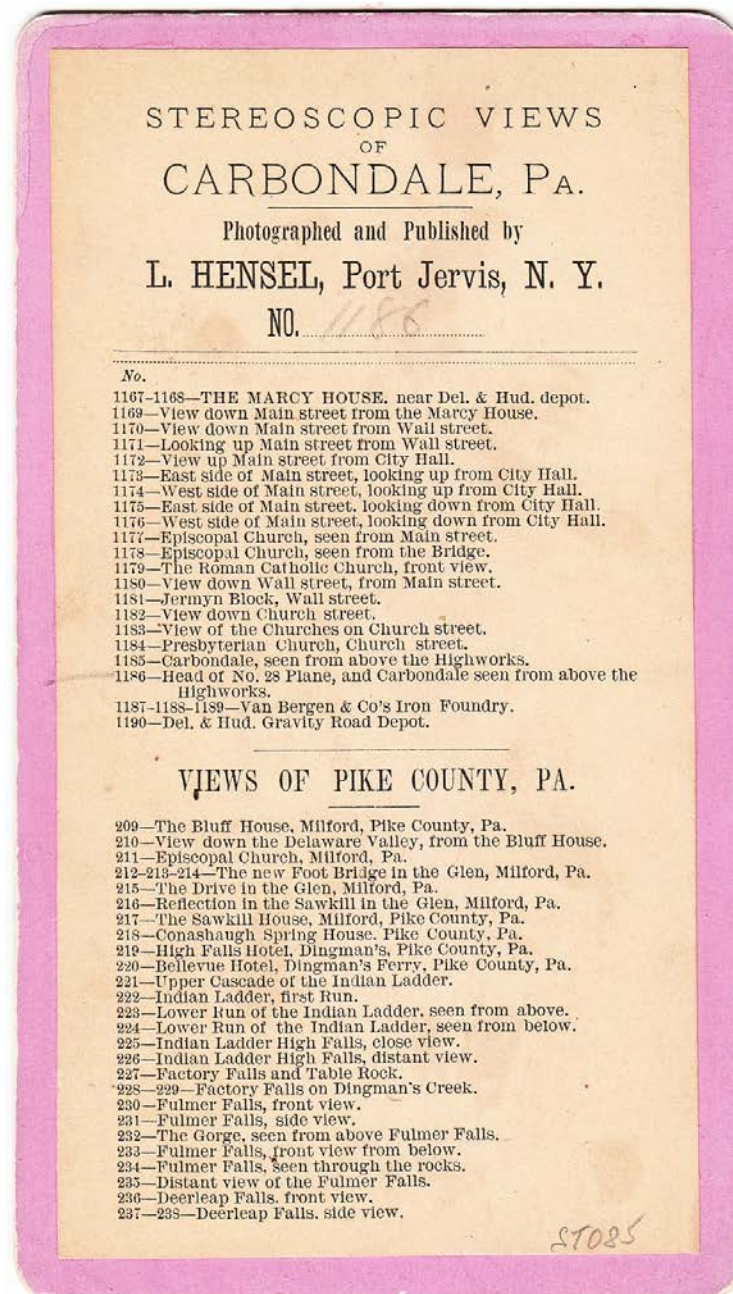
"Mr. Hensel, the artist, who took so many handsome views of Honesdale last fall, will be in town again in about two weeks for the purpose of photographing private residences and taking scenes along the Gravity." (*Honesdale Citizen*, May 22, 1879)

"L. Hensel, the artist of Port Jervis, who has been so highly successful in securing such magnificent stereoscopic views of Honesdale and vicinity, has recently engaged in similar work along the line of the Gravity Railroad from Honesdale to Olyphant. Views have been obtained of various planes, sections of the road, lakes, Shepherd's Crook, falls, coal breakers, etc. In fact, they furnish a comprehensive history of the Gravity, its workings and surroundings. These views are on sale at Petersen's and Greeley's." (*Honesdale Citizen*, July 10, 1879)

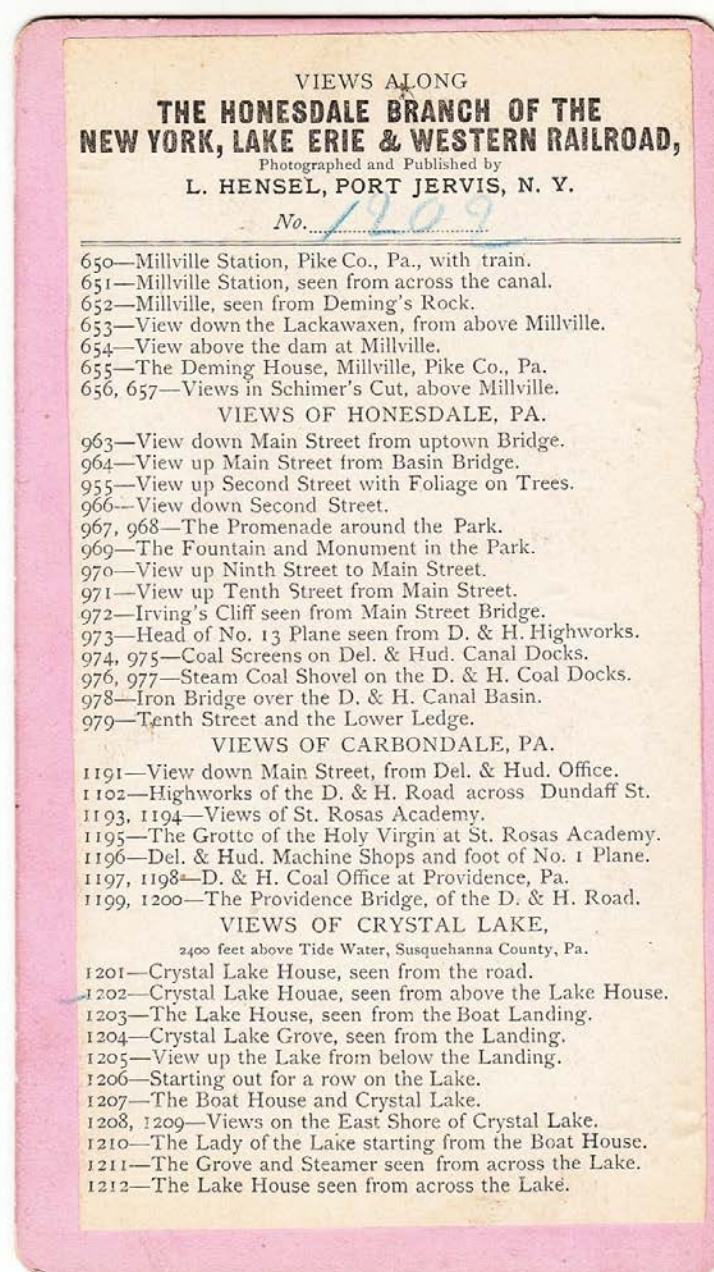


"The artist Hensel, having completed his work of taking views along the Honesdale Gravity road is now engaged in taking some of the romantic scenes along the Pennsylvania Company's road between Dunmore and Hawley." (*Wayne Independent*, August 7, 1879)

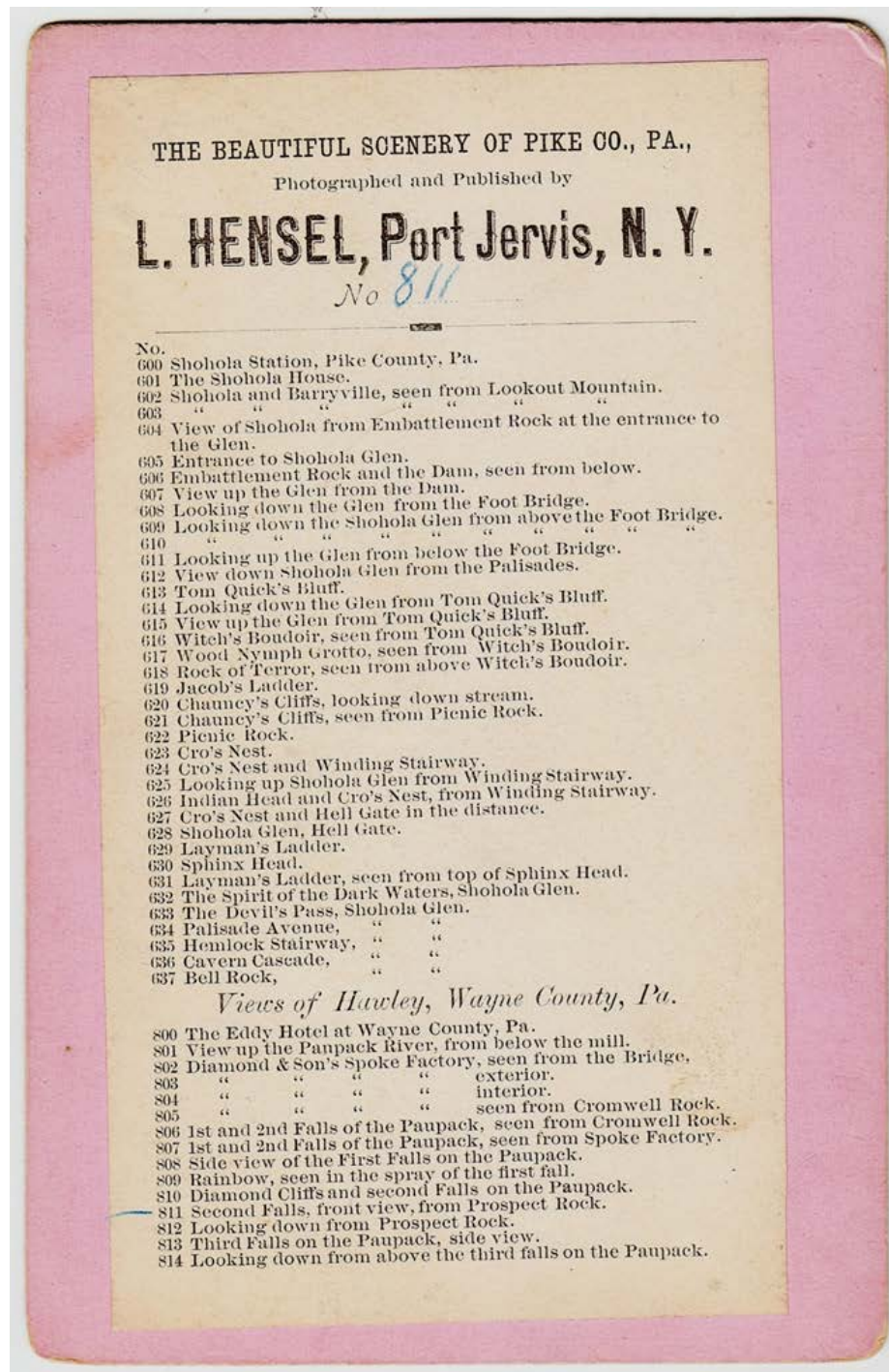
2. *STEREOSCOPIC VIEWS of CARBONDALE, PA. Photographed and Published by L. HENSEL, Port Jervis, N. Y. 1879.* (Referenced in the above ad from the August 2, 1879 issue of the *Carbondale Advance*). 1879. Views Nos. 1167-1190 in this series are of Carbondale. Also in this series are views of Pike County, PA: Views Nos. 209-238. Additional views of Pike County are given in the fourth series listed here.



3. Views along *THE HONESDALE BRANCH OF THE NEW YORK, LAKE ERIE & WESTERN RAILROAD*, Photographed and Published by L. HENSEL, PORT JERVIS, N. Y. 1879. (Referenced in the above ad from the August 2, 1879 issue of the *Carbondale Advance*). Views No. 650-657 in this series are of the Honesdale Branch of the New York, Lake Erie & Western Railroad. Also in this series are views of Honesdale (Nos. 963-979); views of Carbondale (Nos. 1191-1200); and views of Crystal Lake (No. 1201-1212).



4. *THE BEAUTIFUL SCENERY OF PIKE CO., PA., Photographed and Published by L. HENSEL, Port Jervis, N. Y.* The date on this series is not yet known. The cards in this series are larger than those in the first three series listed above. Views Nos. 600-637 in this series are of Pike County; views Nos. 800-814 in this series are of Hawley, Wayne County.



STEREOSCOPIC VIEWS
OF
HONESDALE, PA.

NO.

- 142

Shepherd's Crook

The views of Shepherd's Crook and Panther Bluff and the many waterfalls on Panther Creek in these Hensel stereocard series were an immediate success with the public and stimulated a great deal of interest in rail excursions on the Gravity Railroad on the Moosic Mountain, not only to see these sights first hand, but also to experience the thrill of a ride down the mountain on the Light track on the Gravity Railroad.

The light track between Farview and Archbald (Level 20) was 23.27 miles long. It came into existence at the time of the 1866-1868 re-configuration of the Gravity Railroad under the direction of O. D. Shepherd and R. Manville: Manville completed the work begun by O. D. Shepherd on the west side of the Moosic Mountain. It opened on April 21, 1868. Shepherd's Crook was replaced with a switchback on November 19, 1899.

Shepherd's Crook and Panther Bluff were located on the light track in the descent of the Moosic Mountain. Shepherd's Crook was a 2,000-foot long loop, 400 feet wide, that was located on the level (which descended 110 feet per mile) between Farview and Carbondale/Archbald. In the tightest part of the loop, the two tracks were 82 feet apart but the one was 37 feet lower than the other.

On this level, a rail connection was established at Bushwick Junction, where the light track from Honesdale (Level No. 20) fed onto/entered the roadbed of Level No. 27 (loaded track) for the trip to Lookout Junction and on into Carbondale.

It was called *Shepherd's Crook* for two reasons: (1) the basic shape of the rail line in that section, with a visual subtraction on the part of the spectator of the short end of the crook, was that of the standard *crook* used by sheep herders (shepherds) as they go about looking after sheep, and (2) one of the two engineers who designed the rail line through the section in question (on the west side of the Moosic Mountain between Farview and Carbondale/Archbald) was named O. D. Shepherd.

There are various spellings of the name given to this section of the Gravity Railroad in discussions of the Gravity Railroad, among which are "Shepard's Crook," "Shephard's Crook," and "Shepherds' Crook." Herein we shall use "Shepherd's Crook."

More on Oliver D. Shepherd:

From the first and second items in the trailer to the article titled **"GOOD BYE TO 'THE CROOK.' Change on the Branch May Be Made To-morrow—Other Notes of Interest.** (Gritman scrapbook, Saturday, November 18, 1899) we learn that it was Hiram Marsh who suggested that the rail loop in question be known as Shepherd's Crook: " 'What's in a name?' This question has been asked many times, and if it hasn't been answered, it should be. There's everything in a name. This same thing, only in another sense, undoubtedly has been asked regarding what is known as Shepherd's Crook, on the line of the old gravity road. / The

cognomen came about in a queer way. It was more of a joke than anything else, yet has obtained for years, and probably would continue were it not for the fact that the famous curve was on Sunday obliterated. Some of the older residents will undoubtedly remember that O. D. Shepherd, the engineer in the employ of the city, was for many years in the employ of the Delaware and Hudson company and that he had charge of the building of this part of the road. This was in 1867. Hiram Marsh was general foreman over a force of men; and one evening while at the company's office he suggested that this peculiar curve be known as Shepherd's Crook, and it has gone by that name ever since."

In 1872, O. D. Shepherd and his wife were residents of the Harrison House in Carbondale:

"Mr. O. D. Shepherd, of the D. & H. C. Company, and wife, are again permanently stopping at the Harrison House." (*Carbondale Leader*, October 26, 1872, p. 3)

O. D. Shepherd died on January 30, 1900. A copy of the Physician's Certificate of Death (John D. Day, M.D.) for *Oliver D. Shepherd* is in the archives of the Carbondale Historical Society. From that certificate, we learn that he was a white male who died at the age of 60 years, 4 months, and 26 days on January 30, 1900 from pneumonia. He was a civil engineer who was born in the state of New York and who was married. At the time of his death, he resided on Washington Avenue, in Scranton's first ward. On February 1st or 2nd, 1900, he was buried in Forest Hill Cemetery, Scranton, PA.

An article titled " 'Shepard's Crook' Near Carbondale," in which there is a sketch of Shepherd's Crook (based on the well-known stereo view of the crook that was taken by L. Hensel at the entrance to the crook, looking down the rail line) was published in the *Scranton Republican* on the day following Oliver D. Shepherd's funeral. Here is the text of that article:

"The funeral of O. D. Shepard, under whose supervision the famous horseshoe bend on the D&H road near Carbondale, known as 'Shepard's Crook' was made, and who died suddenly Tuesday afternoon at Carbondale, as already told in *The Republican*, was held yesterday. / Mr. Shepard was city engineer there, and it is regarded as a singular coincidence that on the day he died the 'crook' was abandoned for use by the road, a new route having been laid with track for service in its place. / Mr. Shepard was born in Saratoga county, New York, September 4, 1839. He went to Carbondale in 1865, where he was employed as a civil engineer by the Delaware and Hudson company. /The funeral service was conducted by Rev. Charles Lee. The burial was in Forest Hill cemetery, this city." (Gritman scrapbook)

From the article titled "Good Bye to the Crook." (Saturday, November 18, 1899) we learn some very interesting facts about the removal of Shepherd's Crook and the installation of the switchback in its stead. Here is the main text of that article:

“GOOD BYE TO ‘THE CROOK.’ Change on the Branch May Be Made To-morrow—Other Notes of Interest. / The horse shoe curve or Shepherd’s crook on the Honesdale branch has not yet been abandoned but if the weather is favorable the change to the switchback may be made tomorrow. Many of the curves in the vicinity of the cold spring have been straightened or changed and about a quarter of a mile above White’s a new branch is being laid. When the switchback comes into use it will be necessary to reverse the seats of the passenger cars at that point. A side track has been put in there and the engines will then be enabled to run around the trains but after again coupling on will be compelled to go backward down the mountain till Waymart is reached. A turntable will probably be put in at that point. / At all points along the line some work is being done. The loop from Farview to Waymart is in course of construction and in fact all of the most important changes are almost complete. / One of the most radical of the changes recently made is the one at Honesdale enabling the filling of the basin, the laying of tracks for a yard and change of the grade. Superintendent Manville was in Honesdale yesterday inspecting the work that has been done. The new station is to be 25 x 80 feet, of cut stone and brick. The contract will call for the completion of the structure by January 15, 1900. Conrad Schroeder of Scranton, has the contract. He was there yesterday making arrangements for commencing the work next week and it will be pushed to completion.”

The photographer, L. Hensel, took eight celebrated stereo views of Shepherd’s Crook for his 1879 stereoscopic views series titled “A Ride over the DEL & HUD. GRAVITY ROAD Into the Coal Regions, Photographed and Published by L. HENSEL, Port Jervis, N. Y.” The numbers and names for those views are as follows:

1119, 1120 Views of Shepard’s Crook.

1121 View of Passenger Train on Shepard’s Crook.

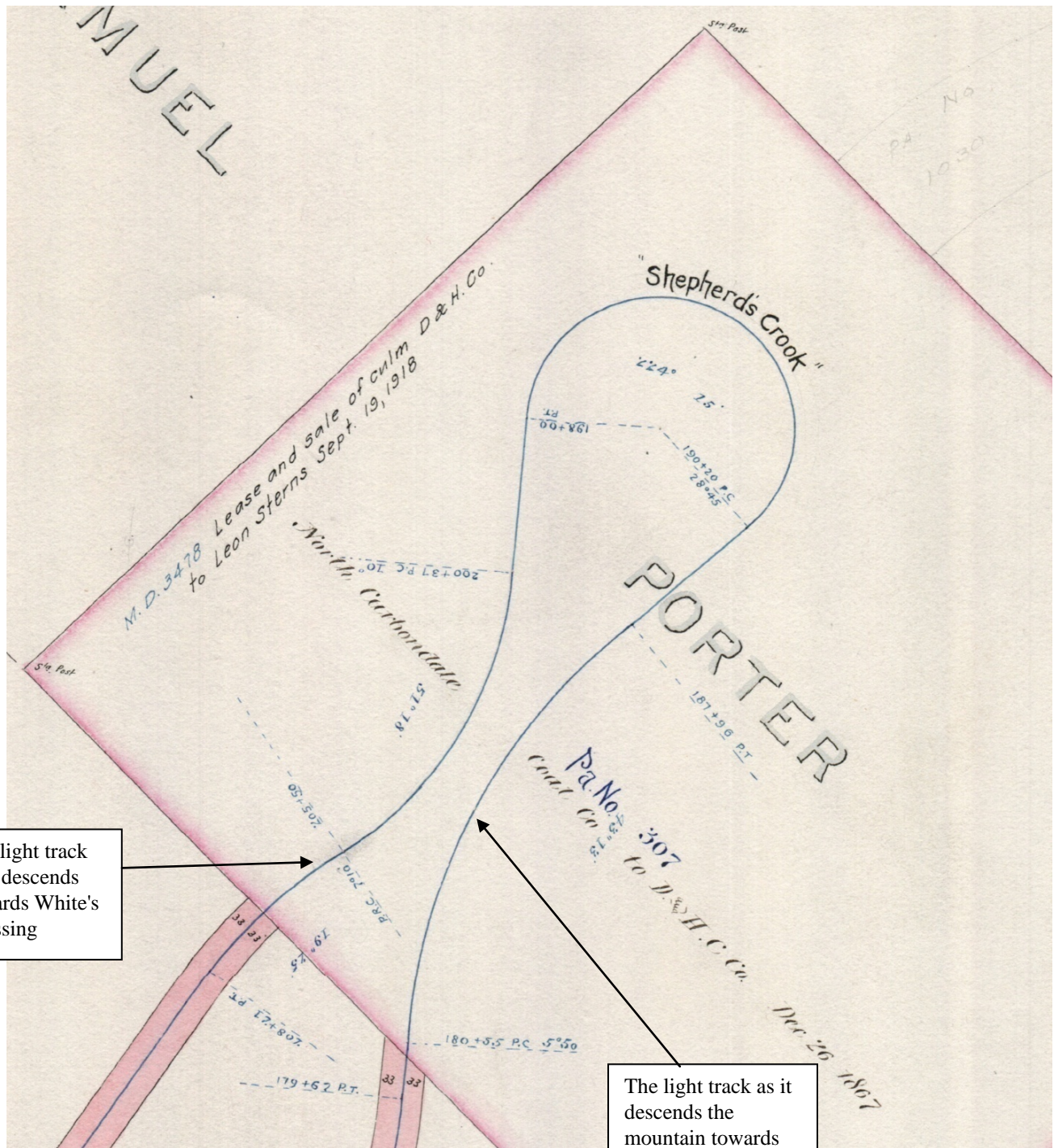
1122 View down Lackawanna Valley from Shepard’s Crook.

1123, 1124 Views in Rock Cut at Shepard’s Crook.

1125 View down Lackawanna Valley from above Shepard’s Crook.

1126 View down Lackawanna Valley from above Shepard’s Crook

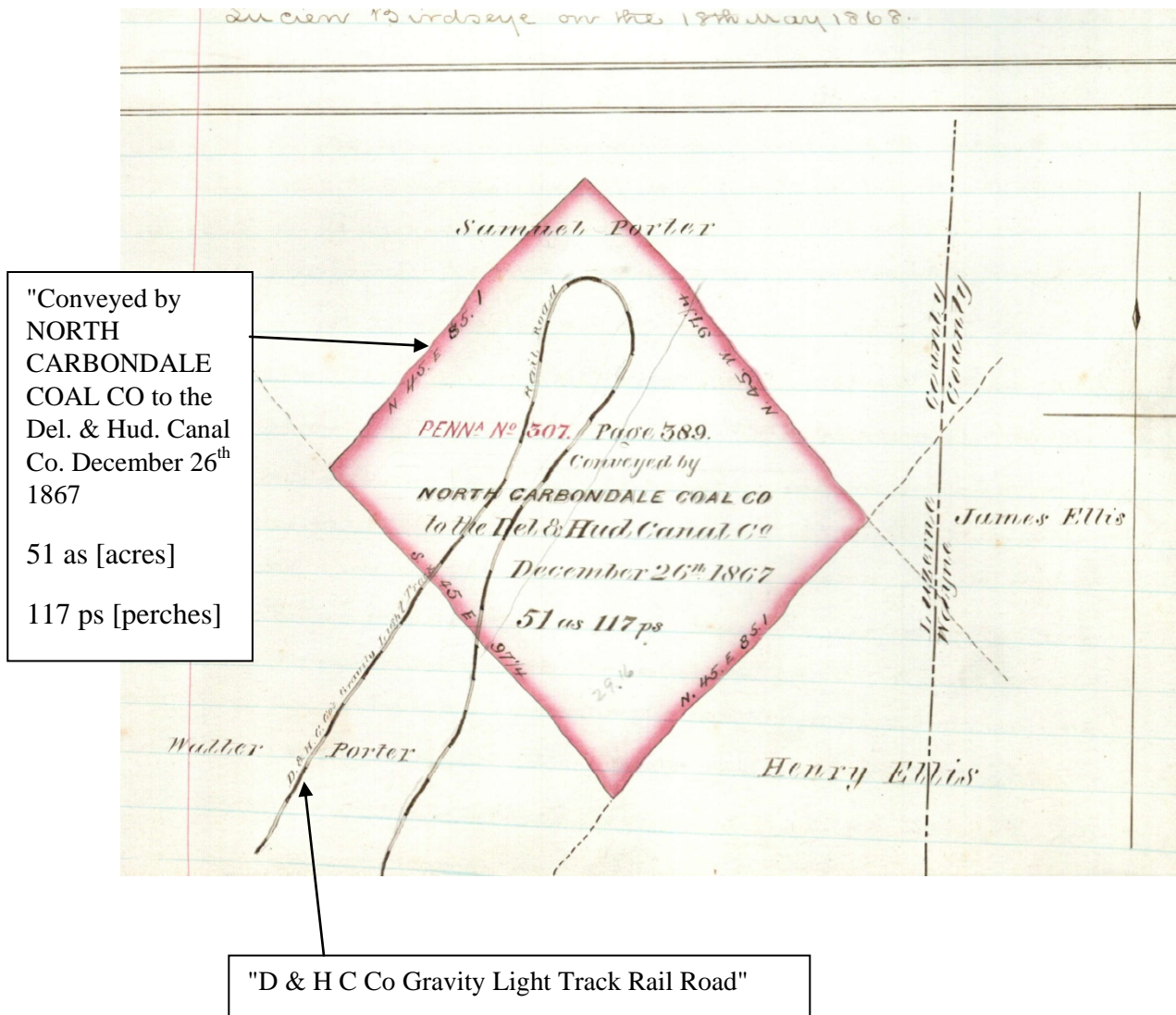
Here is Shepherd's Crook, as seen in this detail from the 1895 Gravity Railroad map in the archives of the Lackawanna Historical Society, Scranton, PA:



The light track as it descends towards White's Crossing

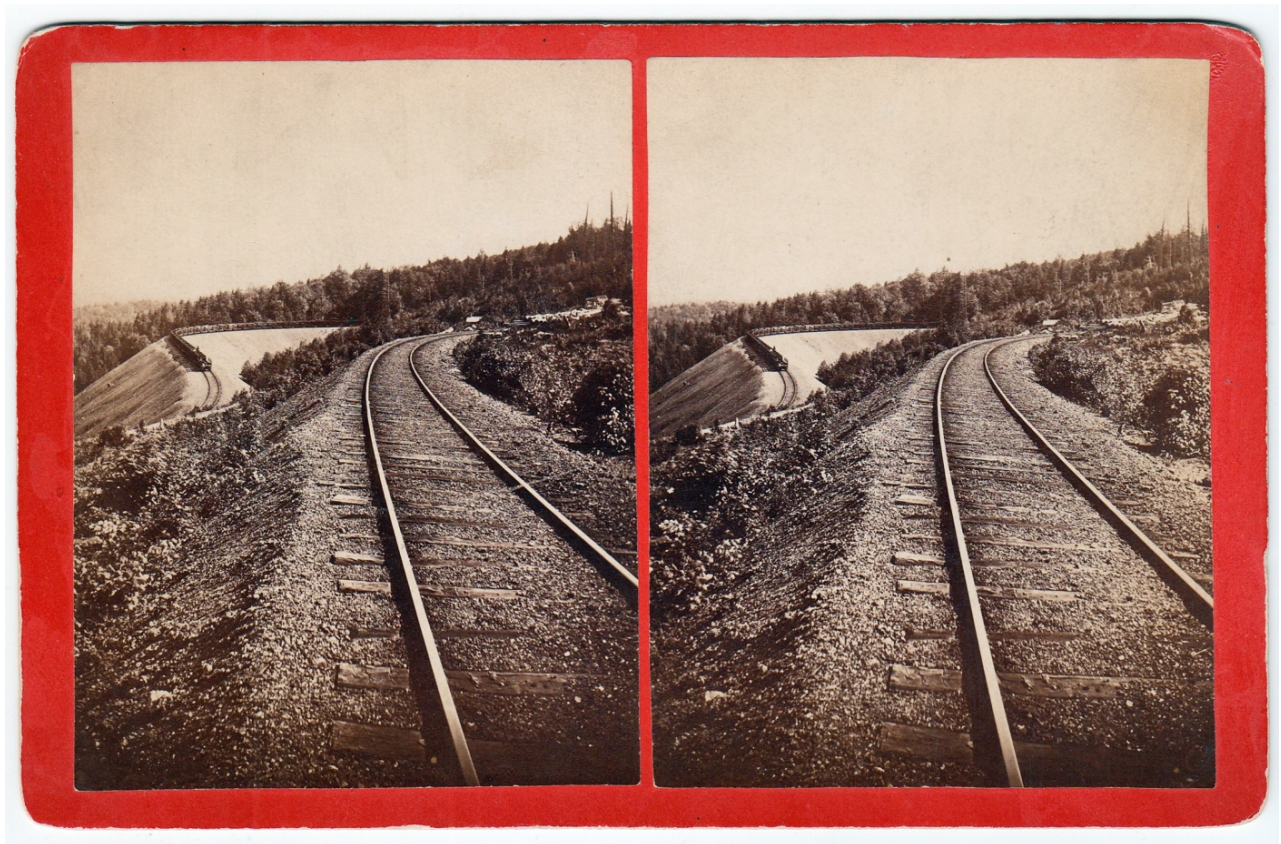
The light track as it descends the mountain towards the crook

In the *D. & H. Deed Book – Luzerne 2*, on page 393, there is a deed, pp. 391-93, dated April 1, 1868, between Lucien Birdseye and The Delaware & Hudson Canal Company. From a notation on that map, we learn that the Shepherd's Crook area was conveyed by the North Carbondale Coal Company to the Delaware & Hudson Canal Company on December 26, 1867. Here is that map:



Here is a gallery of photographs of Shepherd's Crook:

Hensel Nos. 1119, 1120: *Views of Shepard's [sic] Crook*



Shepard's Crook, D. & H. Gravity R. R. from Orig. Photo Souvenir of Del. & Hud. Gravity Road. Published by L. Hensel, Hawley, PA. in the collection of the Carbondale Historical Society and the Carbondale D&H Transportation Museum.



This section of Level was very celebrated because of the proximity of the two tracks, the one entering the crook, and the other exiting from the crook. The closeness of the two tracks is easily seen in this Hensel photo.

Hensel No. 1126: "View down Lackawanna Valley from above Shepard's Crook"

This is the light track after passing through the tightest part of the crook. From here the cars descended towards White's Crossing and Carbondale.



This is the light track as it descends the mountain towards Shepard's Crook.'

Here is what the roadbed looks like today as you enter the tightest part of the curve of Shepherd's Crook. Photo by the author.

Entering Shepherd's Crook from the up-hill side of the crook:



In Shepherd's Rook, looking back towards the entrance of the crook (i.e., looking upgrade):



Inside the tightest part of the crook, looking towards the exit:

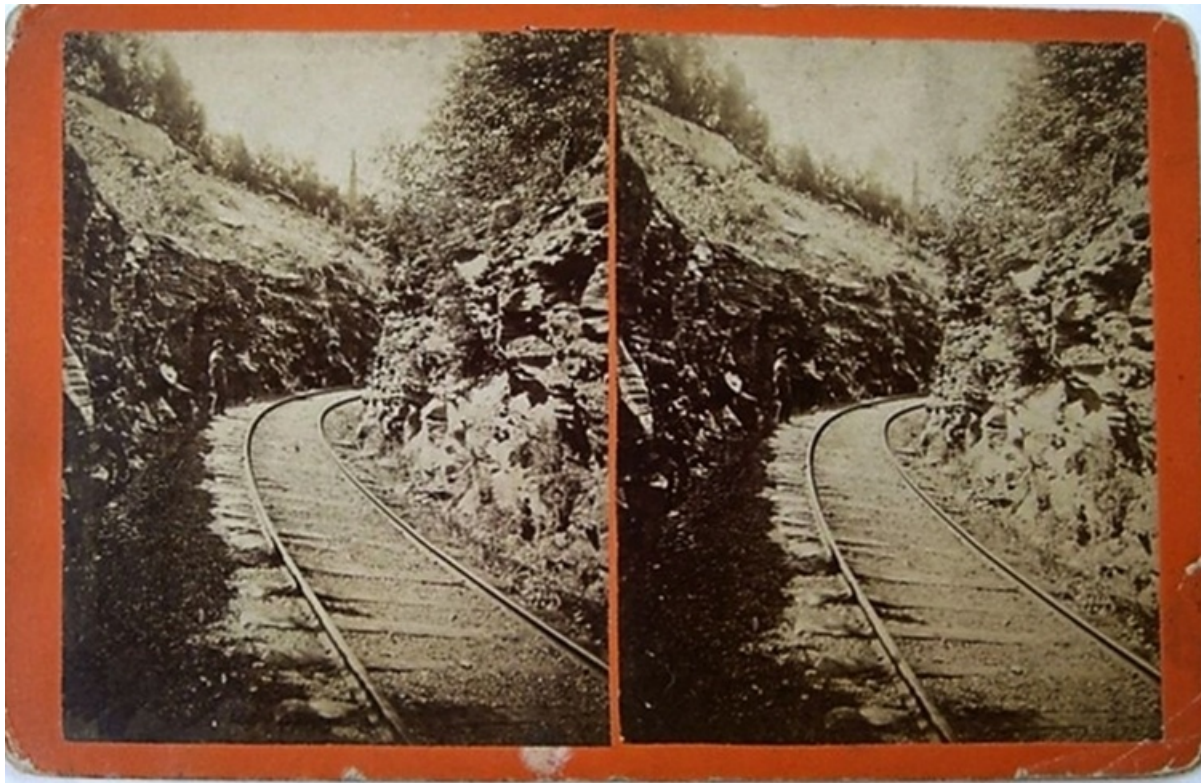


Inside the tightest part of the crook, looking towards the exit:



In this Hensel view we are in the crook and looking upgrade.

Hensel Nos. 1123, 1124: "Views in Rock Cut at Shepard's Crook"



View at Shepherd's Crook, inside the rock cut, winter. Original photo in the collection of the Carbondale Historical Society.

There are still railroad ties embedded in the mud, here and there, in the roadway through this section.



Looking back at the tightest part of the crook, from the track area at the exit of the crook:



Another view taken by the author, this time in summer, looking back into Shepherd's Crook:



A huge cut of empty coal cars emerging from the tightest part of the crook:

Photograph of *Shepard's Crook* that is included in "Souvenir of the Gravity Road / Photo-Gravures of the Old Delaware and Hudson Coal and Passenger Road, between Carbondale and Honesdale, Pa., Published by W. B. Foster, Photographer, Carbondale, Pa."



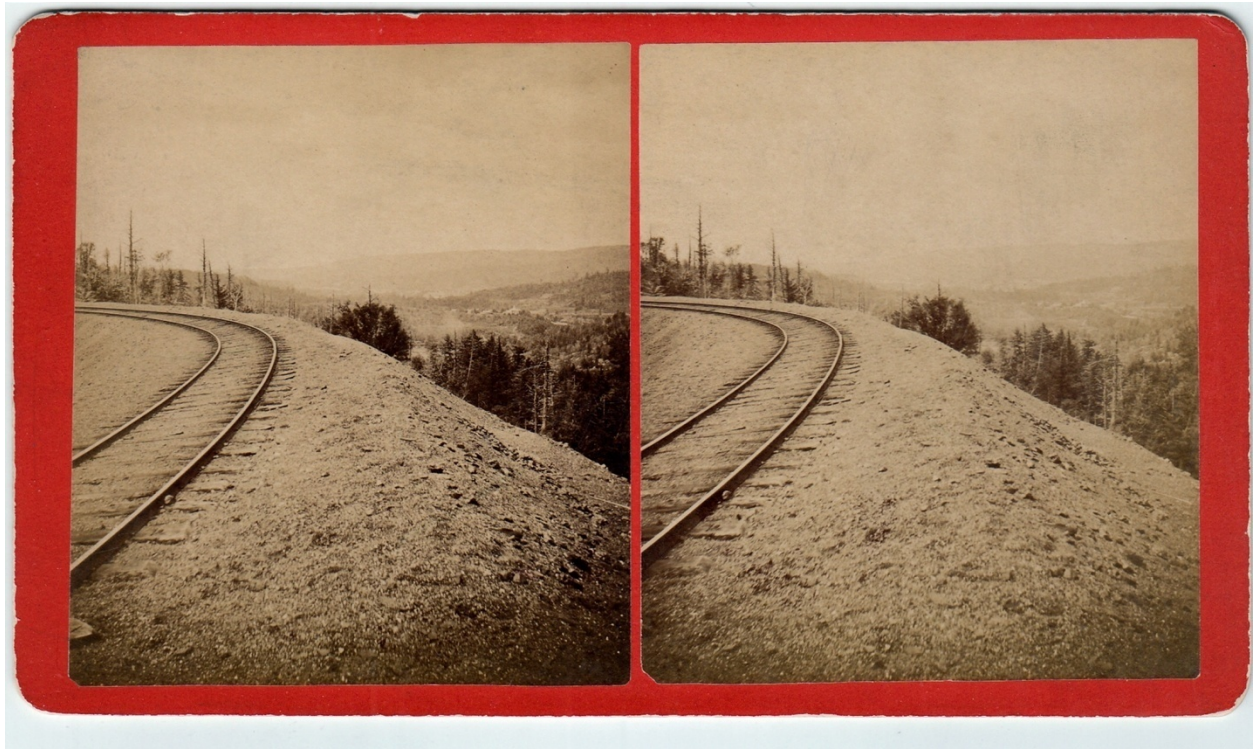
SHEPARD'S CROOK.

Hensel No. 1121: "View of Passenger Train [*Passaic*] on Shepard's Crook"

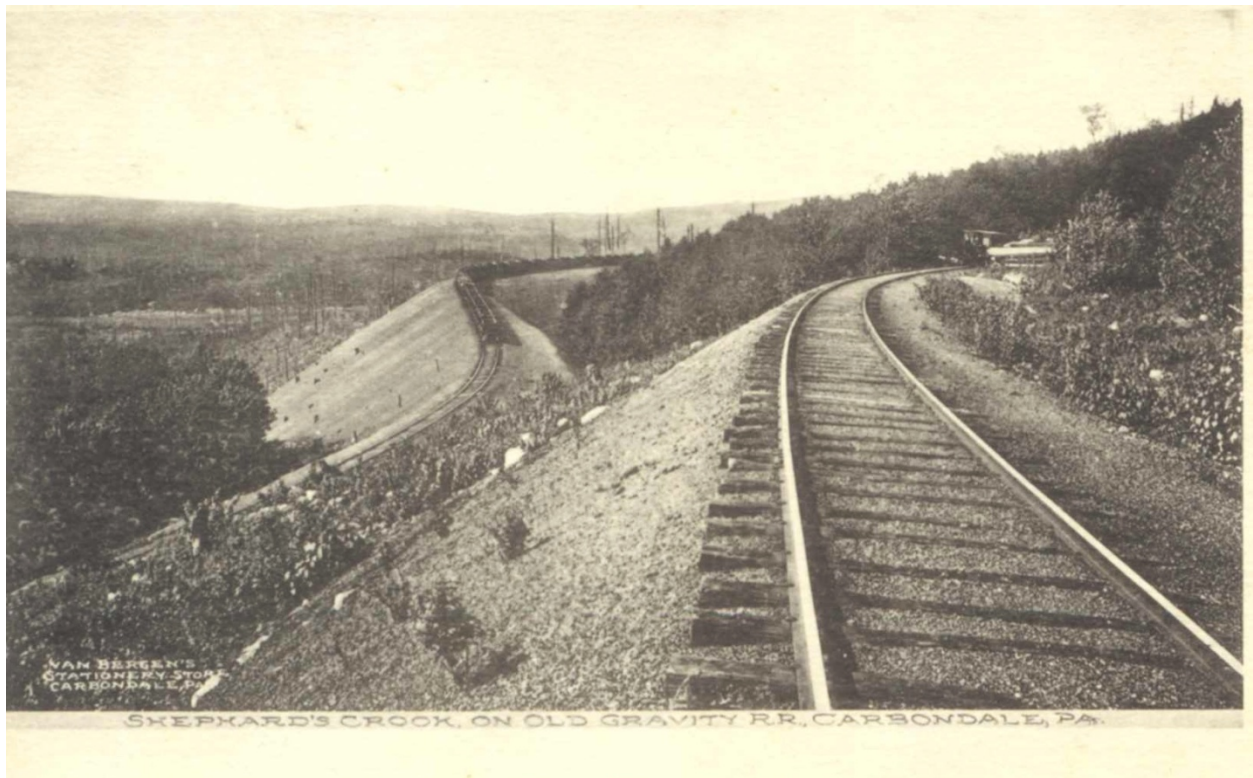
These cars are coming out of the crook and heading down towards White's Crossing and on south.



Hensel No. 1122: "View down Lackawanna Valley from Shepard's Crook"



Shepherd's Crook was a loop, about four hundred feet in diameter and two thousand feet in length, with a grade of one hundred and ten feet to the mile.



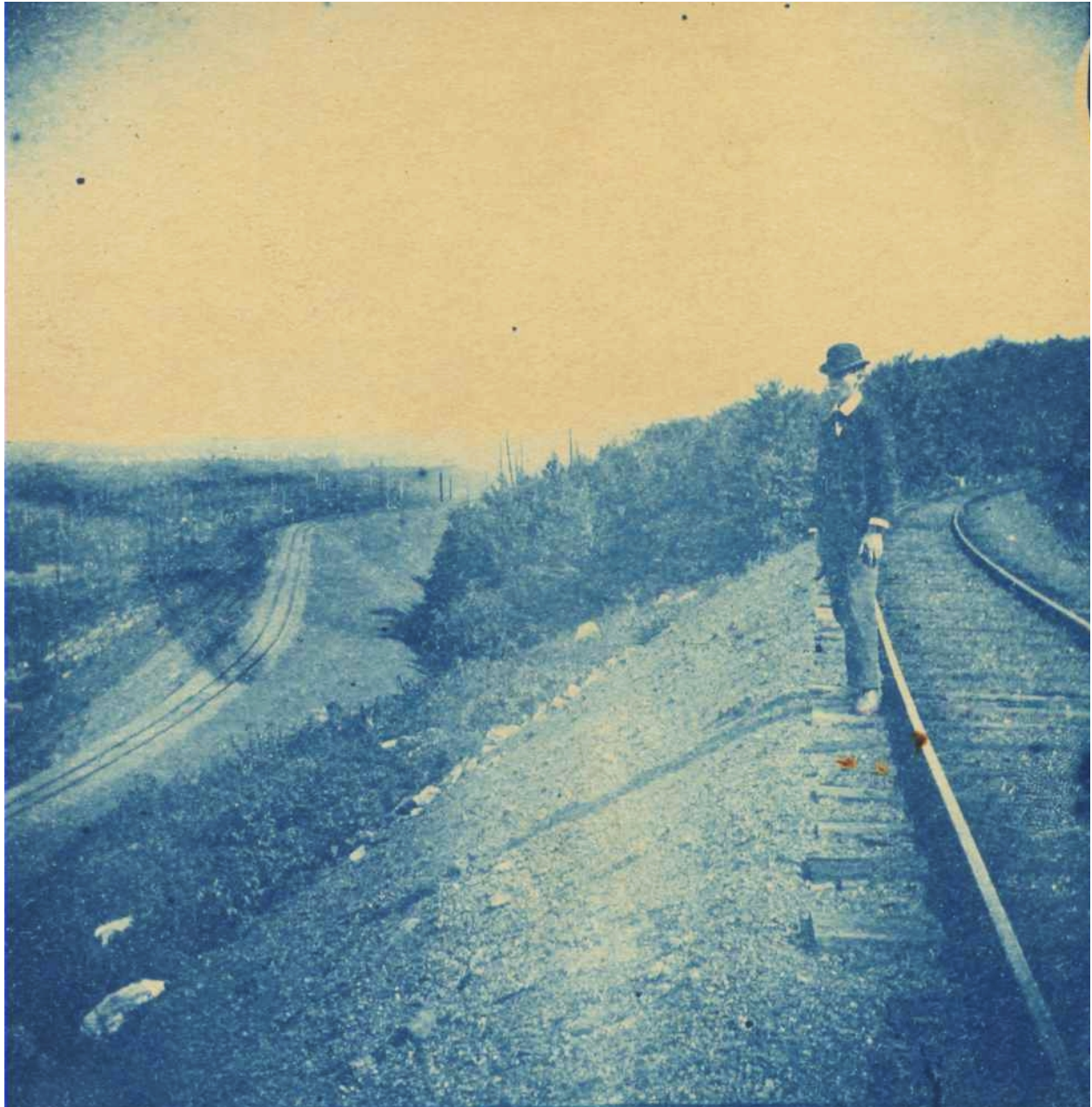
"Shepherd's Crook on Old Gravity R. R., Carbondale, PA." In the lower left corner of this photograph: "Van Bergen's / Stationery Store / Carbondale, Pa."

In a series of newspaper clippings in one of the Gritman scrapbooks about the removal of Shepherd's Crook (and the installation of a switchback in its place) in 1899, there is a newspaper clipping, dated Saturday, November 18, 1899. From that clipping we learn very important information about the portion of Shepherd's Crook that was out in the valley:

"On the outer side [of Shepherd's Crook] there was a wall of stone thirty-five feet in height in the centre and upon this there was a crib work of another thirty-five feet and on top of this there was a trestle work of twenty-five feet in height. It was partly filled with earth and stone and some years later it was completely filled with culm."

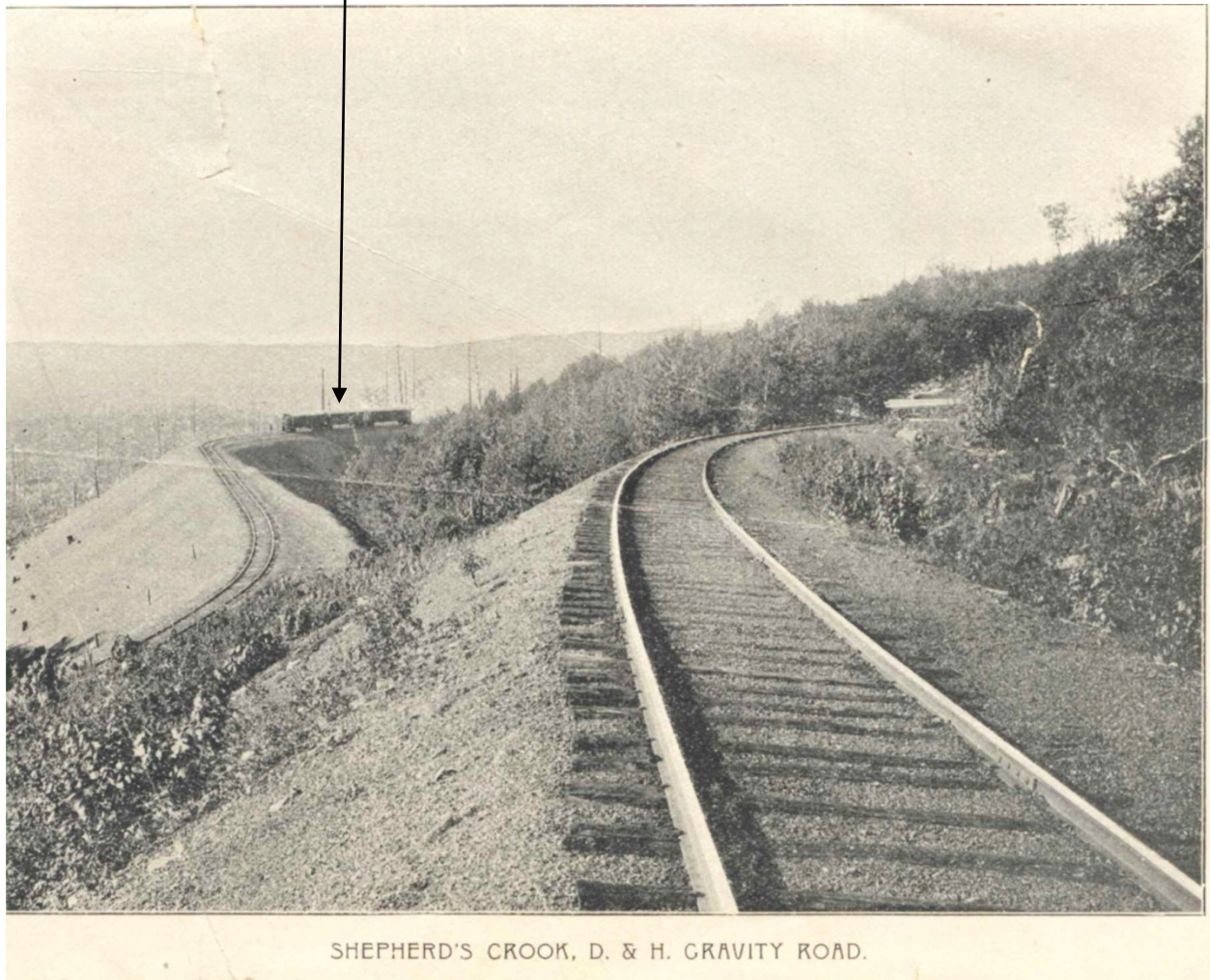


This photograph, taken at Shepherd's Crook, is in the collection of the Carbondale Historical Society.



Another published view of Shepherd's Crook:

A cut of three passenger cars emerges from the tightest part of the crook, descending towards Carbondale.



"Shepherd's Crook, D. & H. Gravity Road" Photograph in the collection of the Carbondale Historical Society and the Carbondale D&H Transportation Museum.

In the photograph taken by the author, we see the same view that is shown in the above photograph.



The light track, having passed through Shepherd's Crook, now descends towards Carbondale.

The light track descends the mountain towards Shepherd's Crook.

Panther Creek and Panther Bluff

The second great attraction on Level 20 was the series of waterfalls on Panther Creek, which descended the mountain just a short distance north of Shepherd's Crook.

This series of waterfalls descends the mountain, in what is sometimes called the Panther Bluff Creek Gorge, in a continuous series of rock pavements and cliffs, starting at an elevation of about 1,750 feet and extending down to the level of the Lackawanna River at about 1,200 feet.

These falls are over ledges of Pottsville sandstone and conglomerate.* The highest and most picturesque of these falls is the 100-foot high Panther Falls.

***Conglomerate rock** consists of quartz embedding in siliceous cement. In October 2008, Bernadette Slick, the realtor from Forest City, showed Joseph Pascoe and the author her rock and mineral collection, for which she was looking for a permanent home. In the course of that visit, Ms. Slick stated: "When the miners got down to conglomerate rock, they knew that they were at the end of the coal." This very interesting point made by Ms. Slick about conglomerate rock being at the base of all anthracite beds is also made by *Miller and Sharpless*. Therein, on page 8, we read: "Philip Ginter, an immigrant miller, who served the farmers of the Mahoning Valley, on a day in 1791 was searching for the conglomerate rock consisting of quartz embedded in siliceous cement that made the best millstones. Coincidentally, it also formed the base of all anthracite beds. [emphasis added]."

These falls on Panther Creek were photographed by Hensel and are included in the stereocard series of the ride over the D&H Gravity Railroad. In all contemporary nineteenth-century newspaper accounts about these various falls on the creek just a short distance north of Shepherd's Crook, the creek in question is named *Panther's Creek*. (That creek, it can be argued, should properly be referred to as *Panther Creek*. See the following paragraph.) Regrettably, the photos by Hensel of *Panther's Creek* are identified on the printed labels on the back of those stereocards as being of falls on *Painter's Creek*. Here is what must have taken place: Hensel's field notes were mis-read by the person who set the type for the printed stereocard labels. *Panther's* was read, erroneously, to be *Painter's*. In this volume and in all volumes in this series, when we refer to these falls, we will give their location as being on Panther Creek.

In addition, the high cliff at the summit of the mountain where the Panther Creek begins its descent of the mountain, through a series of waterfalls, is correctly named, we learn from Wade E. Taylor, *Panther Bluff*. Taylor makes this point in his article titled "Route of Empty Cars, Passenger Trains from Farview to C'Dale Traced by Railroad Veteran" (*Carbondale News*, March 15, 1962, p. 7). We agree with Taylor. It should be called *Panther Bluff*, just as the creek that descends the mountain from Panther Bluff to the Lackawanna River should be called *Panther Creek*. Consider the following place names: Elk Mountain, Elk Lake, Bear Creek, Hawk

Mountain, for example. Yes, it should be called *Panther Bluff*. To refer to that high cliff above the Lackawanna River as *Panther's Bluff* or to refer to the creek that descends the mountain from that bluff as *Panther's Creek* is an example of hypercorrection (over-application of a perceived rule of grammar based on a desire to be correct; the erroneous use of a word form based on a false-analogy with a correct form).

Recapitulation:

It's *Panther Bluff*, not *Panther's Bluffs* or *Panther's* or *Panthers* or *Panners*.

Similarly, it's *Panther Creek*, not *Painter's Creek*.

The numbers and names for the views of the Panther Creek area in Hensel's series are as follows:

1154, 1155: *Views up the Gorge at Shephard's Crook*

1156: *Picnic Ground above Painter's Creek Falls, Shepard's Crook.*

1157: *Manville Falls on Painter's Creek, seen from above.*

1158: *Manville Falls on Painter's Creek, seen from below.*

1159, 1160: *Van Bergen Falls on Painter's Creek*

1161, 1162: *Devil's Slide on Painter's Creek*

1163: *Wilbur Falls, seen from the Gravity Road.*

0816

Panther Creek Nature Preserve

The entire Panther Creek area—the creek itself and about 50 feet on both sides of the creek, comprising 7.6 acres—from the Lackawanna River to the top of the mountain, Panther Bluff—as well as the section around Shepherd's Crook and the switchback area are owned today by the Michael J. Yavorosky family of Hop Bottom.

On Friday, June 19, 2009, the Yavorosky property in the area around Panther Creek was dedicated as the first Private Wild Plant Sanctuary in Pennsylvania by the Pennsylvania Department of Conservation and Natural Resources.

There is an article in the Fall 2009 issue of *Keystone WILD!* on this dedication. From that article we learn that the Private Wild Plant Sanctuary program was established through the Wild Resource Conservation Act of 1982, to establish a voluntary statewide network of native plant sanctuaries on private lands. Here is a photograph that was taken by the author at that dedication ceremony:



Dedication of Panther Creek Nature Preserve, June 19, 2009. Michael and Barbara Yavorosky, center; their grandson, Luke, far left; DCNR officials, on the right. Photo by S. R. Powell.

In the course of a telephone conversation on October 21, 2013 with Michael Yavorosky, we learned that

- Michael Yavorosky purchased in July 2012 the roadbed of the light track from No. 7 Road down to Shepherd's Crook, a distance of 5,800 feet. The land purchased is from 66 feet to 99 feet wide. The Pilney family owns the land on both sides of this long and narrow piece of land purchased by Yavorosky.
- the 28-acre parcel at the crook (first a 24-acre parcel, then an additional 4-acre parcel) was previously purchased by Yavorosky from Louis DeNaples
- the chain of title on the parcel at the crook: purchased, in the 1930s, by the Twin Hills Coal Company, the parcel later becoming the property of Louis DeNaples.

Here then are views by Hensel of the various falls on Panther Creek, in the gorge at Shepherd's Crook:

Hensel, Nos. 1154, 1155: *Views up the Gorge at Shepard's [sic] Crook*



Hensel, Nos. 1154, 1155: *Views up the Gorge at Shepard's [sic] Crook*



Hensel No. 1156: *Picnic Ground above Painter's Creek Falls, Shepard's [sic] Crook*



Hensel No. 1157: *Manville Falls on Painter's Creek, seen from above*



Hensel No. 1158: *Manville Falls on Painter's Creek, seen from below*



One can not help but
wonder who these two
men are.

Hensel Nos. 1159-1160: *Van Bergen Falls on Painter's [sic] Creek*

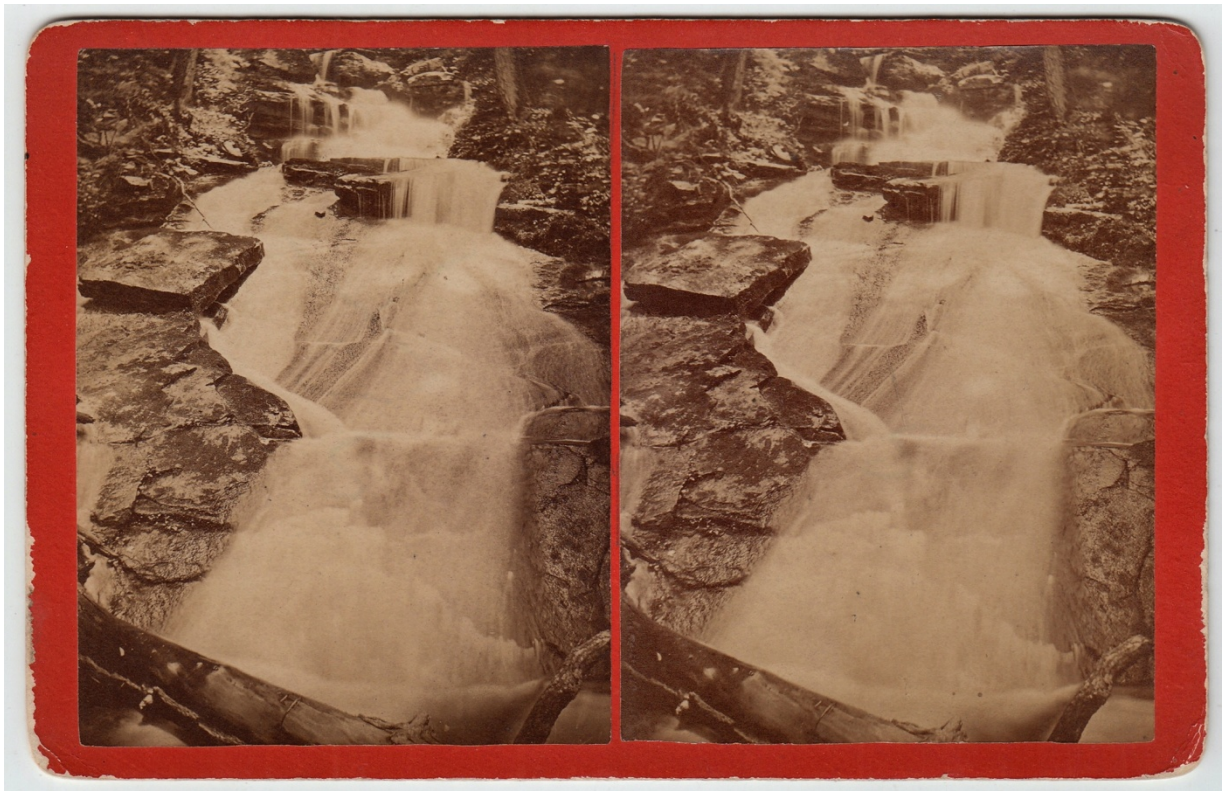


One wonders if this man might
be someone who accompanied
Hensel on his journey to
photograph these falls.

No. 1160: *Van Bergen Falls on Painter's [sic] Creek*



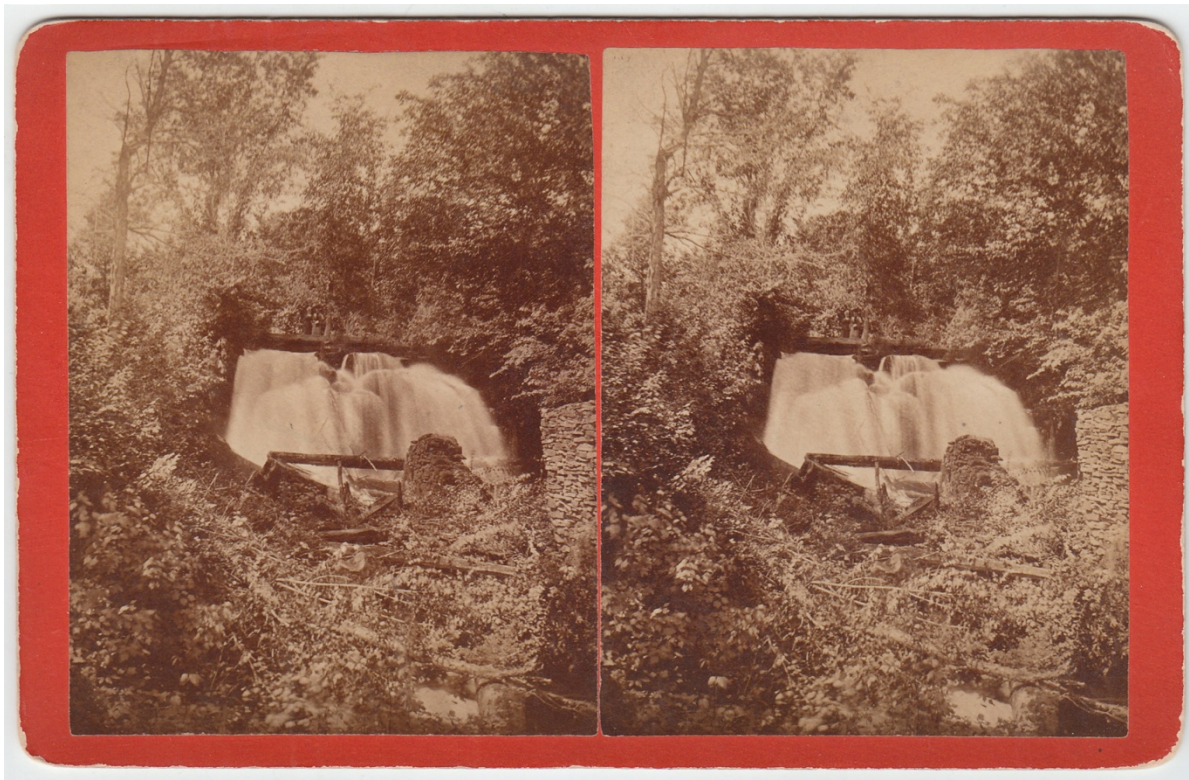
Hensel Nos. 1161-1162: *Devil's Slide on Painter's [sic] Creek*



Hensel No. 1161-1162: *Devil's Slide on Painter's [sic] Creek.*



Hensel No. 1163: *Wilbur Falls, seen from the Gravity Road*



The Panther Bluff/Creek area continues to be popular hiking destinations in the twenty-first century. Given below are two photographs that were taken by the author on December 14, 2012, in the course of a Gravity Railroad walk on the Moosic Mountain with Ed Hodorawis, an intrepid Gravity Railroad explorer and archaeologist.

The photograph shown here was taken at the top of the mountain, where Panther Creek begins its descent of the mountain through a series of beautiful waterfalls. In this view, we are looking in the direction of Simpson:



The body of water at the top of Panther Bluff, we have learned from Ed Hodorawis, was known locally as "Big Panthers," shown here with most of the water gone, but with Panther Creek still flowing into the area. The water was held back by a dam, constructed largely of wood. The remains of the dam can be seen in the center foreground of this photo.



Remains of the dam
that held back the
Panther Creek, forming
Big Panthers.

Photographs by the author of Panther Creek and environs and the falls on Panther Creek, taken on October 7, 2008, between 10 A. M. and 3:30 P. M., during a walk up Panther Creek with Michael Yavorosky (Hop Bottom, PA), who owns the property along the creek from the bottom to the top of the mountain.

The falls at the top of Panther Bluff, seen from above the falls:



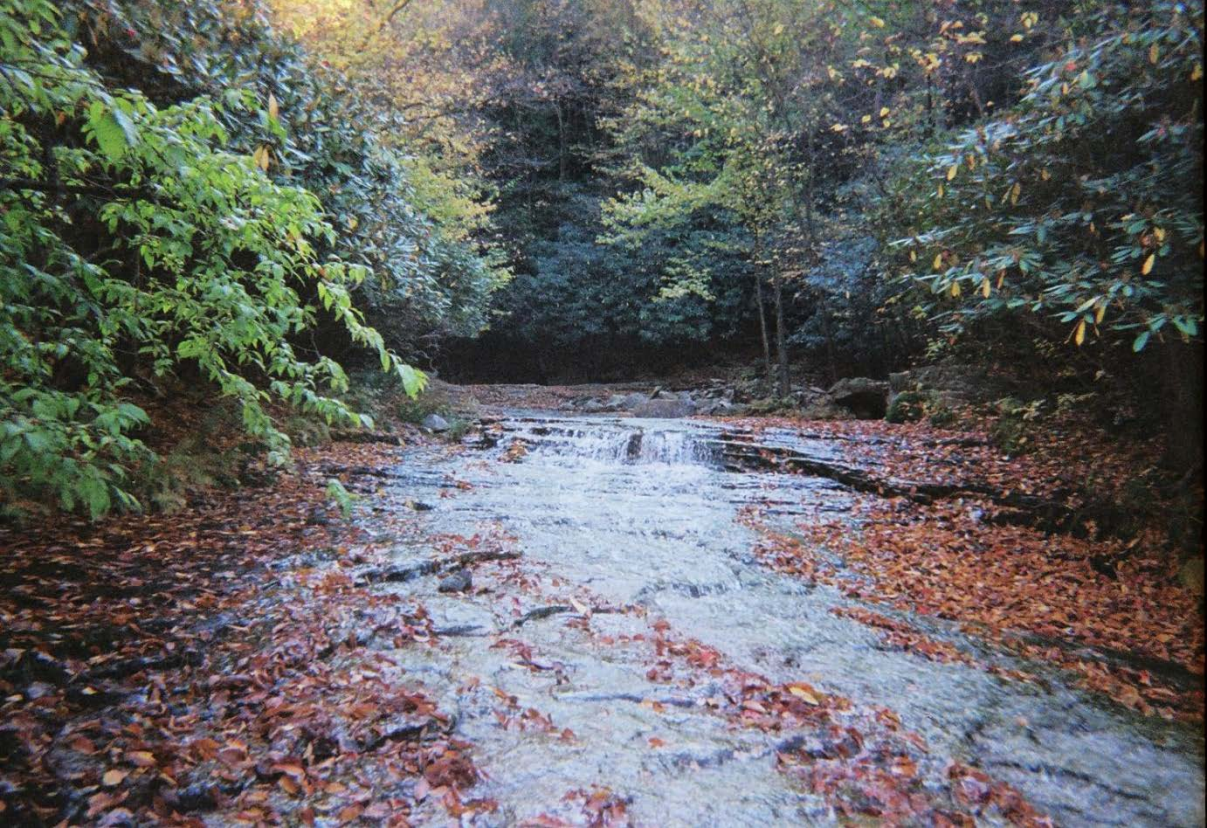
The falls shown above, seen from below the falls:



Another falls on the descent of the mountain:



And yet another falls on the descent of the mountain:



And still another falls on the descent of the mountain:



And then near the bottom of the mountain, one more waterfalls.



"Panther Bluff Creek Gorge. This spectacular ravine on the west flank of the Moosic Mountains just southeast of No. 10 Falls on the Lackawanna River exposes a continuous series of rock pavements and cliffs starting at an elevation of about 1750 feet and extending down to the level of the river at about 1200 feet. Of the numerous waterfalls over ledges of Pottsville sandstone and conglomerate, the highest and most picturesque is the 100-foot high Panther Falls. This cascade is located near the top of the steep part of the mountain slope, its base being at roughly the same elevation as the bend in the 'Shepherd's Crook' on the old D&H Gravity Railroad. . . The creek was the source of water for the steam locomotives on the gravity railroad and also formerly supplied Carbondale with part of its water supply (from a reservoir at the top of Panther Falls). The former water line tract is now used as a hiking path from the O&W to the middle and upper falls." (*Upper Lackawanna Watershed Conservation Management Plan, Final Report*, January, 2002, Chapter 1, Introduction & Background, pp. 32-33)

Up-hill side of the pipe under the former O&W railway roadbed, at the point where Panther Creek enters the Lackawanna River. The pipe is vertical/elliptical in shape, to give it more strength to support the weight of the fill on top of the pipe.



Pipe through which Panther Creek enters the Lackawanna River. The pipe is under the former Ontario and Western Railway roadbed. On more than one occasion this pipe has been inadequate to contain the waters of Panther Creek, which have flowed over the O&W roadbed and down into the Lackawanna River.



Lackawanna River, at the point where Panther Creek enters the river. In the background is the D&H bridge on the Jefferson Branch.



The popularity of Shepherd's Crook and the falls on Panther Creek as excursion destinations was, understandably, enhanced, by Hensel's extraordinary photographs as well as by the photographic works of other photographers.

There was never an official D&H passenger station there. Rather, the Gravity cars were stopped on Level 20 at Shepherd's Crook and near the falls on Panther Creek and the excursionists descended from the cars and headed off into the woods to picnic and to enjoy the mountain scenery. At the end of the day, they were picked up by Gravity cars that stopped especially for them in the vicinity of Shepherd's Creek and Panther Creek.

Interest in riding on the D&H Gravity Railroad was stimulated significantly by the photographs of Hensel and others of the sites to be seen during a ride on the Gravity Railroad, particularly on the light track (Level No. 20) through the Shepherd's Crook and Panther Creek area.

Two passenger trains between Carbondale and Honesdale made site-seeing an easy thing to do on the Gravity Railroad. There was a morning and an afternoon train, each way, between Carbondale and Honesdale in 1880, as seen in the timetable given below:

D&H Passenger Timetables, 1880-1885

New [D&H] Time Table, effective April 1, 1880. *Carbondale Advance*, May 15, 1880, p. 3.

NEW TIME TABLE.

On and after Thursday, April 1st, 1880, trains on the Delaware & Hudson Railroad will run as follows.

SARATOGA EXPRESS.

Leave Scranton for Saratoga at 6.20 a. m., arriving at Carbondale 7.00 a. m., Nineveh 9.25 a. m., Oneonta 10.55 a. m., Albany 2.00 p. m., Troy 2.25 p. m., Schenectady 1.50 p. m.; Saratoga 2.40.

Returning—Saratoga Express, leaves Troy 7.00 Albany 8.00, Oneonta 11.35 a. m.; Nineveh 1.15 p. m., Carbondale 3.25 p. m., arriving at Scranton 4.00 p. m.

The above train now stops at stations on the Jefferson Branch.

CARBONDALE & SCRANTON PASSENGER TRAINS.

Trains leave Carbondale for Scranton at 6.20 and 9.20 a. m., and 12.30 3.25 and 4.50 p. m.

Trains leave Scranton for Carbondale at 9.30 and 10.00 a. m., and 2.8 and 6.20 p. m.

9.30 a. m. train leaves Scranton from the old depot.

ERIE TRAINS ON JEFFERSON BRANCH.

No. 87—Leaves Carbondale at 11:00 A. M.—arrives at Susquehanna at 3:20 P. M.

No. 88—Leaves Susquehanna at 6.05 A. M.—arrives at Carbondale at 10:25 A. M.

GRAVITY RR. TO HONESDALE.

Leave Carbondale for Honesdale at 8:00 A. M. and 3:45 P. M.

Leave Honesdale for Carbondale at 6:40 A. M. and 3:00 P. M.

CARBONDALE POST OFFICE.

MAILS CLOSE.

For North, by Saratoga Express, 6:45 A. M. Honesdale, &c., 7:40 A. M. and 3:15 P. M. New York, Philadelphia, Wilkes-Barre, and all points on D. & H. RR. and D. L. & W. RR., East and South, 7:40 A. M.

New York, Philadelphia, and South and North by D. & H. and D. L. & W. RRs., 12.10 P. M.

Dundaff, &c., 3:15 P. M.

MAILS ARRIVE.

From Honesdale, 10:45 and 4:30 P. M.

From Scranton, New York, and all points on the D. & H. and D. L. & W. RRs., 11 A. M. and 8:10 P. M.

From Dundaff, 10:30 A. M.

From North, by Saratoga Express, 4:30 P. M.

P. S. JOSLIN, Postmaster.

We will focus on the Saratoga Express in Volume XII in this series.

The Jefferson Branch of the Erie Railroad (Carbondale to Susquehanna) will be the subject of Volume XI in this series.

"GRAVITY RR. TO HONESDALE."

A morning and an afternoon train, both ways.

Five trains daily from Carbondale to Scranton on the D&H Valley Road. Four trains daily from Scranton to Carbondale. This standard-gauge steam line is the subject of Volume X in this series.

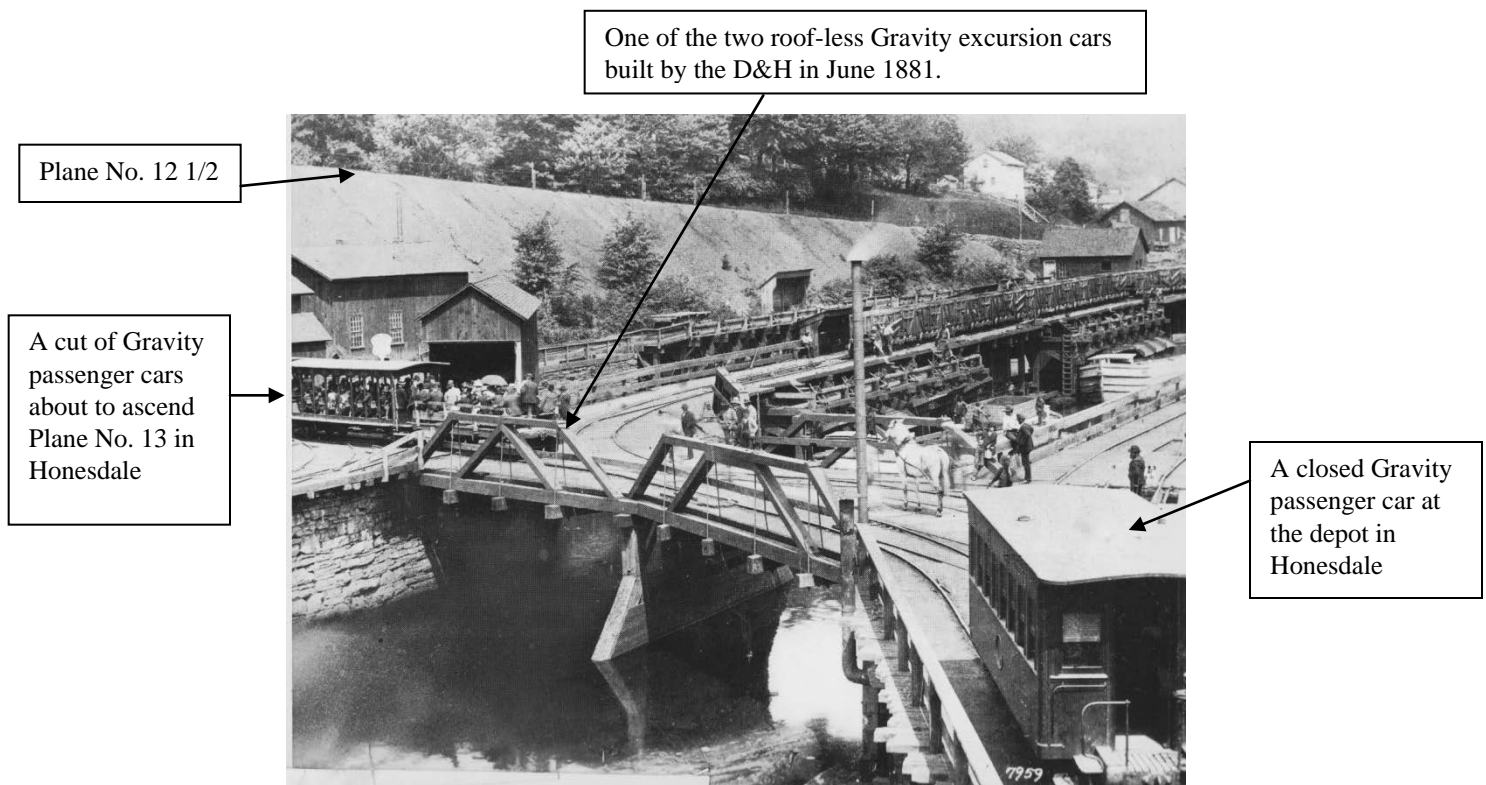
The open-air Gravity passenger coaches were again put on the Gravity road in early May 1880, and they continued to be a big success with the passengers:

“The open coaches were again put on the Gravity road last week. Passengers are delighted with them, and pronounce it a charming ride from Carbondale to Honesdale or *vice versa*; just sixteen miles.” (*Carbondale Advance*, May 15, 1880, p. 3)

Two new excursion cars, of unusual design, were built in the D&H car shops in Carbondale in 1881. These two new cars have low sides, without any roof. They are 28 feet long and will seat about 35 people, with the seats running lengthwise of the car. After the summer excursion season has passed, these new cars will be re-configured as passenger cars with roofs:

“Two new excursion cars are being built in the Company’s car shop for use on the ‘gravity.’ They are built with low sides without any roof, though after the summer season has passed, it is intended to fit them up as passenger cars. They are twenty-eight feet in length, and will seat about thirty-five people, the seats running lengthwise of the car.” (*Carbondale Leader*, June 24, 1881, p. 4)

This is the only reference we have ever seen to these two cars with low sides, without any roof. Remarkably, one of these two passenger cars may be shown in the photograph below, in the collection of the Carbondale Historical Society, of a cut of passenger cars about to ascend Plane No. 13 in Honesdale:



RAILROAD TIME-TABLES.

On and after Monday, July 4, 1881, trains on the Delaware & Hudson Railroad will run as follows:

SARATOGA EXPRESS.

Leave Scranton for Saratoga at 6:20 A. M., arriving at Carbondale at 7:00 A. M., Nineveh, 9:25 A. M., Oneonta, 10:48 A. M., Albany, 2:10 P. M., Troy, 3:24 P. M., Schenectady, 1:40 P. M., and Saratoga, 2:25.

Returning, leave Schenectady at 7:35 A. M., Troy, 8:18 A. M., Albany, 8:30 A. M., Oneonta, 12:00 A. M., Nineveh, 1:27 P. M., Carbondale, 3:45 P. M., arriving at Scranton at 4:28 P. M.

The above train now stops at stations on the Jefferson Branch.

CARBONDALE AND SCRANTON PASSENGER TRAINS.

Trains leave Carbondale for Scranton at 6:20 and 8:20 A. M., and 12:30, 3:45, and 4:55 P. M.

Trains leave Scranton for Carbondale at 6:20 and 10:00 A. M., and 2:00 and 7:05 P. M.

GRAVITY RAILROAD
TO HONESDALE: One
morning and one
afternoon train, both
ways, Carbondale /
Honesdale.

GRAVITY RAILROAD TO HONESDALE.

Leave Carbondale for Honesdale at 8:00 A. M., and 3:45 P. M.

Leave Honesdale for Carbondale at 6:40 A. M. and 3:00 P. M.

D. L. & W. Main Line — On and after Monday, November 17, 1879, passenger trains will leave as follows:

Leave Scranton for New York and Philadelphia at 1:15 and 9:50 A. M., and 3:55 P. M. Arrive at New York at 7:10 A. M., 3:30, and 9:25 P. M.; at Philadelphia 9:40 A. M., 3:45, and 9:55 P. M. Leave Scranton for Binghamton at 7:10 A. M., 2:05, 6:30 and 12:45 A. M. Arrive from Binghamton at 1:10 and 9:40 A. M., 3:50 and 8:25 P. M. An accommodation train leaves Scranton for Gouldsboro at 5:30 P. M., arriving at Gouldsboro at 7:20 P. M. Leave Gouldsboro for Scranton at 7:20 A. M.; arriving at Scranton at 8:45 A. M.

Not surprisingly, passenger travel on the D&H Valley Road and Gravity Railroad was promoted far and near. The following article by Susan E. Dickinson of Pittston was published in the Philadelphia Press in June 1881:

"SUMMER RESORTS. / Miss Susan E. Dickinson, of Pittston, had an article in the Philadelphia Press of a recent date, in which she portrays the advantages of this section of the State for a summer residence: ". . . take the Delaware and Hudson Company's main line. . . [to Carbondale]. From Carbondale to Crystal Lake, well known to many Philadelphians, is a six-mile driver over a well-made picturesque mountain road beside which winds the narrow, brawling Lackawanna. Crystal Lake is a mountain spring, covering two hundred and fifty acres. There are an abundance of row boats and a comfortable little steamer on the lake. . . .Five miles away is Elk Mountain, a famous haunt of excursion parties. And Carbondale is easily returned to, for a magnificent ride over the Delaware and Hudson's gravity road to Honesdale—a ride as far exceeding the Pennsylvania [Gravity] Road, already named, in beauty as it falls below it in wildness. The two lie but ten miles apart, across the same mountain range, and yet are amazing contrasts in outlook and scenery. . . ." (*Carbondale Leader*, June 10, 1881, p. 4)

RAILROAD DIRECTORY.

DELAWARE & HUDSON CANAL CO. R. R.

Trains leave CARBONDALE for SCRANTON at 6.20 a. m., 8.20 a. m., 12.30 p. m., 3.45 p. m. and 5 p. m., arriving at Scranton 7.45 a. m., 9.10 a. m., 1.24 p. m., 4.28 p. m. and 5.55 p. m.

Trains leave SCRANTON for CARBONDALE at 6.20 a. m., 10 a. m., 2 p. m. and 7.05 p. m., arriving at Carbondale 7 a. m., 10.58 a. m., 2.25 p. m. and 8.05 p. m.

SARATOGA EXPRESS leaves SCRANTON 6.20 a. m., Carbondale 7 a. m., arriving at Albany 2.10 p. m., and Saratoga 2.25 p. m. Returning, leaves Saratoga 7 a. m., Albany 8.30 a. m., arriving at Carbondale 3.45 p. m. and Scranton 4.28 p. m.

Trains via GRAVITY ROAD leave CARBONDALE 8 a. m. and 3.50 p. m. arriving at Honesdale 9.30 a. m. and 5.05 p. m. Returning, leave Honesdale 6.40 a. m. and 3 p. m., arriving at Carbondale 8.20 a. m. and 5 p. m.

JEFFERSON BRANCH accommodation trains leave CARBONDALE going North 11 a. m. and 3 p. m. Returning, leave Susquehanna 6.05 a. m., arriving at Carbondale 10.25 a. m. and leave Nineveh 9.35 a. m., arriving at Carbondale 2.40 p. m.

Gravity passenger trains:

Carbondale / Honesdale

One morning and one
afternoon train, both ways.

DEL. LACK & WESTERN R. R.

MAIN LINE.

Leave SCRANTON for NEW YORK and PHILADELPHIA at 1.15 a. m., 9.50 a. m. and 4 p. m., arriving at New York 7.10 a. m., 3.30 p. m. and 0 p. m., and at Philadelphia 8.50 p. m., 3.40 p. m. and 9.45 p. m.

For WASHINGTON, N. J. (accommodation) 1.30 p. m., stopping at all stations. Returning, arrive 11.10 p. m.

For BINGHAMTON leave 8 a. m. 2.09 p. m., 6.30 p. m., and 12.45 a. m. Returning, arrive from Binghamton 1.10 a. m., 9.23 a. m., 3.55 p. m., and 7 p. m.

For GOULDSBORO, (accommodation) leave Scranton 5 p. m., arriving at Gouldsboro 7.20 p. m. Returning, leave Goldsboro 7.20 a. m., arriving in Scranton 3.45 a. m. Arrive in Scranton from New York and Philadelphia at 12.40 a. m., 1.49 p. m., and 6 p. m.

BLOOMSBURG DIVISION.

Leave SCRANTON for Northumberland 9.30 a. m., and 2.15 p. m. arriving at Northumberland 12.45 p. m., and 5.45 p. m. Returning, arrive in Scranton 9.45 a. m., 3.42 p. m., and 9.50 p. m.

For KINGSTON, leave Scranton 4 p. m., arriving 4.58 p. m. Returning, leave Kingston 5.10 p. m., arriving in Scranton 5.48 p. m.

For NANTICOKE, leave Scranton 7.40 a. m., arriving 8.55 a. m. Returning, arrive at Scranton 1.30 p. m.

For BERWICK, leave Scranton at 6.13 p. m., arriving 9:55 p. m.

Rufus Randall, "the smallest man outside of a circus," took the Gravity to Honesdale in September of 1882:

"The smallest man outside of a circus went over the gravity on the way to Honesdale, one day last week. He talked freely with the gravity boys. Said his name was Rufus Randall, that he lived in Masonville, Del. Co., N. Y., was 27 years old, weighed only 76 pounds and was only three feet ten inches high." (*Carbondale Leader*, September 15, 1882, p. 2)

Ice storm on the Moosic Mountain, December 1882. Take the Gravity and see the beautiful effects of the ice storm.

"It is worth one's while to take a trip over the gravity to see the beautiful effects of the ice storm which prevailed along the mountain last week. The trees and shrubbery are covered with ice, which as the sun shines upon them, makes them appear as though covered with magnificent and resplendent jewels." (*Carbondale Leader*, December 29, 1882, p.2)

Miss Minnie Marshall of Carbondale and a group of children enjoyed a picnic at Shepherd's Crook in late September 1883:

"A picnic under the management of Miss Minnie Marshall, of Carbondale, was held at Shepard's crook last Saturday, the rosy cheeks and smiling faces of the children on their return home gave evidence of a pleasant time." (*Carbondale Leader*, September 28, 1883, p. 3)

1883: a third passenger train was added to the Gravity schedule.

To Honesdale: 8:41 A.M., 3:30 P.M. and 4:50 P.M.

To Carbondale: 6:40 A.M., 9 A.M. and 3:00 P.M.

NEW TIME TABLE.

SARATOGA EXPRESS.

Leave Scranton for Saratoga at 9.50 a. m., arriving at Carbondale 10.45 a. m., Nineveh 1.15 p. m.

Returning—Saratoga Express, leaves Nineveh at 2.05 p. m., Carbondale 4.50 p. m., arriving at Scranton 5.20 p. m.

The above train now stops at stations on the Jefferson Branch.

A train will leave Carbondale for Nineveh at 8.05 p. m., arriving in Nineveh at 7.50 p. m.

Returning, leave Nineveh at 7.85 a. m., arriving in Carbondale at 1.00 p. m.

CARBONDALE & SCRANTON PASSENGER TRAINS.

Trains leave Carbondale for Scranton at 6.30, 8.20 a. m., and 12.20, 4.30 and 5.20 p. m.

Trains leave Scranton for Carbondale at 7.20, 9.50, a. m., and 2.10 and 7.05 p. m.

ERIE TRAINS ON JEFFERSON BRANCH.

No 45—Leaves Carbondale at 11.00 a. m.—arrives at Susquehanna at 2.41 p. m.

No 46—Leaves Susquehanna at 5.55 a. m.—arrives at Carbondale at 10.05 p. m.

GRAVITY RR. TO HONESDALE.

Leave Carbondale for Honesdale at 8.41 a. m. and 3.30 and 4.50 p. m.

Leave Honesdale for Carbondale at 6.40 and 9.00 a. m., 3.00 p. m.

CARBONDALE POST OFFICE.

MAILS CLOSE.

For North, by Saratoga Express, 10.30 a. m. Honesdale, &c., 8.20 a. m. and 8.15 p. m. New York, Philadelphia, Wilkes-Barre and all points on D. & H. RR. and D. L. & W. RR., East and South, 8.00 a. m.

Scranton, New York, Philadelphia and South, and North by D. & H. and D. L. & W. RR., (and all points on D. & H. RR.) 12.05 and 5.05 p. m.

Dundaff and Clifford, 8.25 p. m.

MAILS ARRIVE.

From Scranton and New York (via closed pouch) 8.15 a. m. and 8.15 p. m.

From Scranton, New York, Philadelphia, and all points on the D. & H. and D. L. & W. RR., 10.50 a. m. and 8.10 p. m. (Western Mail at 10.50 A. M.)

From Honesdale, 8.10 a. m. and 4.20 p. m.

From Dundaff and Clifford, 10.30 a. m.

From North, by Saratoga Express, 4.30 p. m.

Post Office Hours, from 7 a. m. to 7.30 p. m.

Also open upon arrival of 8.15 p. m. mail.

E. Y. DAVIES, Postmaster.

Delaware & Hudson Co's NEW TIME TABLE.

SARATOGA EXPRESS.

Leave Scranton for Saratoga at 9.50 a. m. arriving at Carbondale 10.45 a. m., Nineveh 1.15 p. m. Returning—Saratoga Express, leaves Nineveh at 2.05 p. m., Carbondale 4.30 p. m., arriving at Scranton 5.20 p. m.

The above train now stops at stations on the Jefferson Branch.

A train will leave Carbondale for Nineveh at 3.05 p. m., arriving in Nineveh at 7.50 p. m.

Returning, leave Nineveh at 7.35 a. m., arriving in Carbondale at 1.00 p. m.

CARBONDALE & SCRANTON PASSENGER TRAINS.

Trains leave Carbondale for Scranton at 6.30, 8.20 a. m., and 12.20, 4.39 and 5.20 p. m.

Trains leave Scranton for Carbondale at 7.20, 9.50 a. m., and 2.10 and 7.05 p. m.

ERIE TRAINS ON JEFFERSON BRANCH.

No. 45—Leaves Carbondale at 11.00 a. m., arrives at Susquehanna at 2.41 p. m.

No. 46—Leaves Susquehanna at 5.55 a. m., arrives at Carbondale at 10.05 p. m.

GRAVITY R. R. TO HONESDALE.

Leave Carbondale for Honesdale at 8.40 a. m. and 3.30 and 4.50 p. m.

Leave Honesdale for Carbondale at 6.40 and 9.00 a. m., and 3.00 p. m.

D., L. and W. Railroad. MAIN LINE.

Leave Scranton for New York and Philadelphia 1:30 a. m., 9:50 a. m., 1:35 p. m., 4:30 p. m. To- byhanna Acc. 6:30 p. m. Arrive at New York 7:10 a. m., 3:30 p. m., 6:25 p. m., 9:30 p. m. Arrive at Philadelphia 9:50 a. m., 3:50 p. m., 7:46 p. m., 9:55 p. m. Leave Scranton for Buffalo and Oswego 2:15 p. m., for for Nicholson 6, for Elmira 6:25 p. m.

BLOOMSBURG DIVISION.

Leave Scranton for Northumberland 5:50 a. m., 9:30 a. m., and 3:20 p. m.; for Kingston 4:15 p. m.; for Berwick 6:17 p. m. Arrive at Scranton from Northumberland 9:45 a. m., 12:48 p. m., 9 p. m.; from Kingston 6 p. m., from Berwick at 4 p. m.

Phila. and Reading R. R. LEHIGH AND SUSQ. DIVISION.

Leave Scranton for New York, Philadelphia, etc., 7:45, 11 a. m., 2:10 p. m.; for Wilkes-Barre, etc., 7:45, 9:05, 11:00 a. m., 2:10 4:25 p. m., 6:10 p. m. For Scranton—Leave New York, foot of Liberty street, 5:45, 7:00 a. m., 3:42 p. m. Leave Philadelphia, Third and Berks streets, 4:00 p. m.; Ninth and Green streets, 8:00 a. m., and 4:15 p. m.

Gravity Railroad to
Honesdale, July 1884

Three trains, both ways,
Carbondale / Honesdale

NEW TIME TABLE.	
SARATOGA EXPRESS.	
Leave Scranton for Saratoga at 6.00 a. m., arriving at Carbondale 6.48 a. m., Nineveh 9.12 a. m.	
Returning—Saratoga Express, leaves Nineveh at 1.30 p. m., Carbondale 3.55 p. m., arriving at Scranton 4.40 p. m.	
The above train now stops at stations on the Jefferson Branch.	
A train will leave Carbondale for Nineveh at 7.05 p. m., arriving in Nineveh at 7.50 p. m.	
Returning, leave Nineveh at 7.35 a. m., arriving in Carbondale at 1.00 p. m.	
CARBONDALE & SCRANTON PASSENGER TRAINS.	
Trains leave Carbondale for Scranton at 6.10, 8.20 a. m., and 12.20, 4.30 and 5.20 p. m.	
Trains leave Scranton for Carbondale at 7.20, 9.55, a. m., and 2.10 and 7.10 p. m.	
ERIE TRAINS ON JEFFERSON BRANCH.	
No 45—Leaves Carbondale at 11.00 a. m.—arrives at Susquehanna at 2.41 p. m.	
No 46—Leaves Susquehanna at 5.55 a. m.—arrives at Carbondale at 10.05 a. m.	
GRAVITY RR. TO HONESDALE.	
Leave Carbondale for Honesdale at 8.40 a. m. and 3.30 p. m.	
Leave Honesdale for Carbondale at 6.40 a. m., and 3.00 p. m.	
CARBONDALE POST OFFICE.	
MAILS CLOSE.	
For North, by Saratoga Express, 6.30 a. m. Honesdale, &c., 8.20 a. m. and 3.15 p. m. New York, Philadelphia, Wilkes-Barre and all points on D. & H. RR. and D. L. & W. RR., East and South, 8.00 a. m.	
Scranton, New York, Philadelphia and South, and North by D. & H. and D. L. & W. RR., (and all points on D. & H. RR.) 12.05 and 5.05 p. m.	
Dundaff and Clifford, 8.25 p. m.	
MAILS ARRIVE.	
From Scranton and New York (via closed pouch) 8.15 a. m. and 3.15 p. m.	
From Scranton, New York, Philadelphia, and all points on the D. & H. and D. L. & W. RR., 10.50 a. m. and 3.10 p. m. (Western Mail at 10.50 A. M.)	
From Honesdale, 8.10 a. m. and 4.20 p. m.	
From Dundaff and Clifford, 10.30 a. m.	
From North, by Saratoga Express, 4.30 p. m.	
Post Office Hours, from 7 a. m. to 7.30 p. m. Also open upon arrival of 8.15 p. m. mail.	
E. Y. DAVIES, Postmaster.	

Winter 1885: Gravity
Railroad:

Honesdale / Carbondale

One morning and one
afternoon train, both
ways.

New Time Table, to be effective June 1, 1885. (*Carbondale Leader*, May 29, 1885, .p. 2)

No mention of the Gravity Railroad in this timetable, which became effective on June 1, 1885. Times in previous timetable for Gravity trains to remain the same in this new time-table.

A new time-table goes into effect on the D. & H. C. Co's railroad on Monday, June 1. The only change in the time of passenger trains is that the train now leavvig this city at 12:20 will hereafter leave at 11:30 and arrive in Scranton at 12:20. This will give our people who have business in the latter place fifty minutes longer to spend there and will be quite an advantage in that respect. Freight train No. 20 will leave here at 10:55 a. m., and arrive in Scranton at 12.40. Besides this there are changes in one or two coal trains of interest only to employes. Conductor Gilbert's accomodation which leaves here at 6.10 a.m., will hereafter run through to the D. L. & W. depot in Scranton.

Valley Road: The 4:30 P.M. train to Scranton:

"George Nicols is both conductor and brakeman on train 37 leaving Carbondale at 4:30 p.m. George is a good looking young man and understands his business." (*Carbondale Leader*, June 23, 1885, p. 1)

The D&H recognized well that picnic outings as well as simply riding on the Gravity for pleasure could be very profitable. As such, in the fall of 1885, the D&H opened Farview Park on Moosic Mountain. Here is the article that was published in the *Carbondale Leader* of September 1, 1885 (p. 2) to announce the opening of the park:

"THE NEW PICNIC GROUNDS. / 'Farview,' which is the name of the new picnic grounds recently prepared by the D. & H. C. Co., is coming into prominence at once. If it were not so late in the season we should expect to see it in use frequently. As it is, enough will go there this season to give it such an introduction as will cause it to be thronged next summer. / This is just the thing THE LEADER recommended some time ago, when the fitting up of Mountain Park [a Central Railroad of New Jersey park, excellent description in "Wilkes-Barre Mountain Park and the Father Mathew Excursion on June 28, *Carbondale Leader*, June 22, 1883, p.3] nine miles below Wilkes-Barre created such a furore. We said at the time that the Delaware & Hudson managers would have to take steps to counteract the movement of excursions which was setting in toward the South, and cutting off a considerable revenue from our company. In fitting up 'Farview,' Supt. Manville has done a good thing, not only for his road but for the people in this city and vicinity. In time we shall look for still greater improvement of the place, so that it will successfully rival other resorts in conveniences, as it now does in natural beauty and salubrity. /

We find in the *Honesdale Citizen* the following description of the new ground: / ‘The location is a peculiarly advantageous one, and very easy of access, the grounds being about forty-rods north of plane No. 9, and at an altitude considerably above it. The elevation, however, is easily overcome, for a road has been cut through the woods and along its winding, shady way there are so many pretty, rustic sights that the visitor arrives at his destination before he is aware of fatigue, and without realizing what an ascent he has made. As a matter of fact the distance is easily walked in six or seven minutes by ordinary mortals, and in about ninety minutes by lovers. Arriving at the grounds the advantageous character of the location is at once perceived. A far wider range of view is obtainable than would be possible from many other spots of equal altitude, for the spot chosen is upon a projecting spur of the great mountain chain, and the vision may sweep more than half and probably two-thirds of the horizon. It is precisely such a coign of vantage as the prehistoric people were wont to choose as the places for their signal fires, to flash intelligence across great stretches of country, and as the Indians also knew something of this method of conveying information, they may have actually used this spot as one of their primitive news stations. While commanding a view to the eastward, southward and northward, unbroken save by the distant mists, the grounds are sheltered by an amphitheatre of gently sloping, superior heights, all covered with forest, and affording a shelter alike from summer sun and too chill autumn breezes from the west and northwest. Herein is a condition favorable to the use of these grounds during the fall when the gorgeous but severe transformation comes to vary everywhere the now unbroken green. For those inclined to admire nature and to meditate, here is a place to pass tranquil hours, while letting the eye wander over the billowy and hazy hills, and the varied prospect of farms and forest and gleaming lake. Long Pond, Hoadley’s, Keen’s, Elk and others are plainly in view, and lend lustre and charm to a remarkable landscape which stretching from the slope of the Moosic to the dim, blue Catskills, contains almost every element of natural beauty. / ‘Ample and very tasteful and satisfactory improvements have been made upon the grounds under the supervision of Superintendent R. Manville. A large and substantial dancing pavilion, with an excellent floor, is the most conspicuous structure, and the one in which greatest interest, unless perhaps the cook house may be excepted. All about in the grove are serviceable tables and seats, which proclaim their builder to have been a man of sense and humane ideas, far beyond those of the average picnic seat maker who appears usually to have employed as a pattern some relic of the Inquisition. / ‘The place is supplied with running water from one of the best springs on the Moosic Mountains, from which the Del. & Hud. Canal Company draws 75,000 gallons daily.’ ” (*Carbondale Leader*, September 1, 1885, p. 2)

Here is another description of "Carbondale’s Beautiful Park on the Mountain Top" that was published in the *Carbondale Leader* on June 28, 1894:

“DELIGHTS OF A TRIP TO FARVIEW. / Carbondale’s Beautiful Park on the Mountain Top—Description of the Ride. / Farview is Carbondale’s glorious park. It contains 600 acres not a foot of which belongs to the city and not a cent of expense has it been to Carbondale but still we claim it as it is only four miles away, and for our people it serves every purpose of a park.

Half the pleasure of Farview lies in the ride there and back. / On a warm summer day you take a Gravity open car at the head of Main street. Up the plane you go propelled by an unseen power. When you start the air is warm and sultry but by the rapid motion you enjoy a delicious coolness. You ascend plane after plane until eight have been passed and you are on the summit of the Moosic mountains. Every plane you have passed you have felt it grow cooler until a light over coat or wrap is not uncomfortable. You have made an ascent of 929 feet. / You leave the cars at the picnic grounds and start out for enjoyment. If you wish to see Farview go alone. You will find beautiful driveways leading from the station up the mountain in various directions. The soil at Farview is red gravel and there are about ten miles of these driveways beautifully shaded and as fine as an asphalt pavement. / Farview, as we have said before contains more than 600 acres, about thirty of which have been improved as a picnic ground. The timber is mostly of about ten years growth with here and there some monarch pine or huge oak that has escaped the woodman's axe. The underbrush has been cut away and the trees so thinned as to enable one to go every where with ease. / There are more than 20 buildings on the grounds the largest of which is the pavilion 175 feet long by 35 feet wide, but built with four wings. There are swings, rustic seats, tennis courts, foot ball and base ball grounds, shaded walks, open vistas, and everything which can delight the seekers for comfort and pleasure. There are no better furnished picnic grounds anywhere. / The water for the grounds is from a large spring as transparent as the fabled Helicon. The water is conducted to various places in the grounds by pipes. / There are two observatories at Farview. The upper and higher one is 2,300 feet above the sea level. The view is magnificent. From the summit you can see more than twenty cities and villages among which are Carbondale and Scranton. Lakes are seen stretching out clearly and shimmering in the light like the sunlit waves of a silver sea. Other lakes are nestled among hills or behind forests and only little patches of their surface glimmer on the sight. It is said that 17 lakes are visible from the summit. / The view here as well as on the ocean or prairie is very deceptive. While we are on the highest picnic grounds in the state we seem to be on the summit of a hillock in the center of some mighty extinct crater. The sides in every direction seem to slope upward and the serrated horizon is but the rim of this vast bowl. On the northern edge of the rim is a tooth a little larger than the rest and this is Elk Hill, the highest point in the state. / Farm houses appear here and there amid fields and forests, or along the banks of some winding stream. With a good glass you can see the men at their toil. How pigmy they seem and how unconscious they are of our gaze. So He who sits on the throne of the universe looks down on us as we act our part in life's little drama, and how small we must appear. / Away to the east can be seen the Catskills, 85 miles distant. Cities and towns lie between but they are hidden from view. The tragedies that are there being enacted are many but we know nothing of them. The grimy toilers in workshop and factory are to us all behind the curtain. All we catch is the wondrous beauty of the scene." (Gritman scrapbook, *Carbondale Leader*, June 28, 1894)

Farview Park was an immensely popular destination for excursions from near and far from the moment it opened to well into the twentieth century. Surely the D&H transported to Farview Park several hundred thousand excursionists to the park during the final fifteen years of the nineteenth century. Farview Park is a major D&H story. Volume IX in this series is devoted exclusively to Farview Park.

0818

Shepherd's Crook and Panther Bluff as a Picnic / Excursion / Tourist Destination, 1885-1899

With the opening of Farview Park in 1885, Panther Bluff and Shepherd's Crook quickly became less important as a stopping points/destinations on the Gravity Railroad than Farview Park. This is because there were fewer amenities and less room at Panther Bluff and Shepherd's Crook for the many thousands of excursionists than at Farview Park. The popularity of a ride on the light track from Farview, through Shepherd's Crook and the Panther Bluff area, into Carbondale and points south, however, increased dramatically as excursion numbers to Farview increased.

During the years 1885-1889, when passenger numbers on the light track increased dramatically, it seems safe to say that more passengers rode down the mountain from Farview through Shepherd's Crook and on into Carbondale and points south than during the period 1868-1885.

A sure sign that passenger numbers were up, in 1886, is the fact that additional trains were added to the Carbondale /Honesdale schedule on the Gravity Railroad in the summer of 1886.

D. & H. C. Co. Timetable, July 15, 1886. (The Journal, July 15, 1886, p. 3)

THE JOURNAL.

CARBONDALE, PA., JULY 15, 1886.

D. & H. C. Co.

Trains leave Carbondale for Scranton at 8.20 and 11.25 a. m., 3.45 and 5.20 p. m. arriving at Scranton at 9.10 a. m., 12.15, 4.30 and 6.10 p. m. Second class trains leaves this city, for Scranton at 6.35 and 10.55 a. m.

Trains leave Scranton for Carbondale at 5.20 and 9.55 a. m., 2.10 and 7.10 p. m., arriving in this city at 6.00 and 10.45 a. m., 8.00 and 8.00 p. m. Second class trains leave Scranton at 8.15 a. m. and 1.20 p. m., arriving here at 10.00 a. m.. and 2.50 p. m.

Saturday evening only.—A passenger train leaves this city at 8.45, reaching Scranton at 9.37. Leaves Scranton at 11.00 and reaches this city at 11.51 p. m

D. AND H. GRAVITY RAILROAD.

Trains leave this city for Honesdale at 8.00 and 11.45 a. m., 3.30 and 4.30 p. m., arriving in Honesdale at 9.15 a. m., 1.00, 4.45 and 5.45 p. m.

Trains leave Honesdale at 6.40 and 9.45 a. m., and 3.00 p. m., arriving it this city at 8.00 and 11.00 a. m., and 4.20 p. m.

Gravity Railroad to Honesdale from Carbondale: 8:00 A.M., 11:45 A.M., 3:30 P.M., and 4:30 P.M.

Gravity Railroad to Carbondale from Honesdale: 6:40 A.M., 9:45 A.M., and 3:00 P.M.

One hour and 15 minutes to Honesdale; one hour and 20 minutes to Carbondale

In August 1886, the very popular Gravity Railroad conductor, William Rosser, accepted a position as conductor on the first class passenger train from Carbondale to Scranton:

“April 5, 1877, the Del. & Hud. C. Co., began to run passenger trains over the Gravity, the one from Carbondale being in charge of conductor Wm. Rosser, which position he has filled ever since. Always polite and affable, attentive at all times to the wants and safety of those committed to his keeping, and ever mindful of the interests of the Del. & Hud. C. Co., he has received his reward, and has been called to a higher position, and from and after Monday next will have charge of a first class passenger train, running between Carbondale and Scranton. His many friends along the line of the Gravity will exceedingly regret his departure, and will universally wish him success in his new field of labor.—*Honesdale Citizen*.” (*The Journal*, August 19, 1886, p. 3)

Ed Hubbard was appointed to fill the conductor position on the Gravity Railroad that William Rosser had held from 1877 to 1886:

“Ed. Hubbard has been appointed conductor on the Gravity road between this city and Honesdale, in place of Wm. Rosser, transferred to the Valley road. Geo. Blanchard and Henry Herbert have been promoted to first and second brakemen on the same train. All were in the line of promotion, and the appointments are very gratifying to the patrons of the road.” (*The Journal*, August 26, 1886, p. 3)

D. & H. C. Co. Timetable. (*The Journal*, August 26, 1886, p. 3)

THE JOURNAL.

CARBONDALE, PA , AUGUST 26, 1886.

D. & H. C. Co.

Trains leave Carbondale for Scranton at 7.00, 8.20, 9.50 and 11.25 a. m., 1.00, 3.50, 5.20 and 9.30 p. m., arriving at Scranton at 7.50, 9.10 and 10.40 a. m., 12.15, 1.50, 4.30, 6.10 and 10.24 p. m.

Trains leave Scranton for Carbondale at 5.20, 8.40, 10.00 and 11.50 a. m., 2.10, 5.00, 7.10 and 11.00 p. m., arriving in this city at 6.00, 9.30 and 10.50 a. m., 12.40, 3.00, 5.50, 8.00 and 11.52 p. m.

D. AND H. GRAVITY RAILROAD.

Trains leave this city for Honesdale at 7.25, 9.40 and 11.25 a. m., 3.10 and 4.30 p. m., arriving in Honesdale at 8.45 and 11.00 a. m., 12.45, 4.30 and 5.50 p. m.

Trains leave Honesdale at 6.40, 9.45 and 11.20 a. m., 2.20 and 4.30 p. m., arriving in this city at 8.10, and 11.15 a. m., 12.50, 3.30 and 6.05 p. m.

Summer 1886:
Five passenger
trains, both ways,
Carbondale /
Honesdale on the
Gravity Railroad

In the summer of 1886, *The Journal* reported that it was rumored that the D&H would soon erect a depot at the Hendrick Avenue station on the Gravity Railroad.

It is rumored that the D. & H. company will soon erect a suitable depot at the Hendrick avenue station on the Gravity road." (*The Journal*, July 22, 1886, p. 3)

December 1886: New opportunities for D&H passengers:

Two trains a day for New York City, from Carbondale's D&H Union Station:

Erie's New Route to New York via Honesdale. (The Journal, December 16, 1886, p. 2)

ERIE'S NEW ROUTE

—TO—

New York ^{via} Honesdale

The Erie Railway takes pleasure in offering to its patrons the additional facilities of

A New and Short Route

—FROM—

CARBONDALE TO NEW YORK

(VIA HONESDALE.)

Through trains leave the union depot Carbondale 9.40 a. m. and 3 10 p. m. Arriving at New York 5.00 p. m. and 8 55 p. m. Rates of fare to New York \$5 00,

New York and Return, good for 10 days \$6.75

Baggage checked through to destination.

TRY THE NEW ROUTE.

It is the Short Line. Tickets and all information at Union depot, Carbondale, Pa.

Carbondale to New, via Honesdale, from Carbondale's Union Station.

Departures at 9:40 A.M. and 3:10 P.M.
\$5 one way, \$6.75 round trip.

Gravity Railroad to Honesdale, Erie Railroad (steam locomotive line) from Honesdale to New York City

Railroad Time Table.

March 1887: Eight
trains, both ways,
Carbondale /
Scranton, on the
D&H Valley Road.

→ **D. & H. C. Co.**—Trains leave Carbondale for Scranton at 7.00, 8.20, 9.50, 11.20 a. m., and 1.00, 3.46, 5.20 and 8.15 p. m.

Trains leave Scranton for Carbondale at 7.00, 8.40, 10.00, 11.45 a. m., and 2.10, 5.00, 7.00 and 11.00 p. m.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3:46 p. m., stopping at all stations on the Jefferson branch.

A train will leave Carbondale for Nineveh at 3.05 p. m., arriving in Nineveh at 7.30 p. m.

Returning, leave Nineveh at 7.35 a. m., arriving in Carbondale at 1.00 p. m.

Gravity Railroad

Five trains to
Honesdale, four to
Carbondale.

→ **Trains on the Gravity road** leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., and 3.10 and 4.00 p. m.

Leave Honesdale for Carbondale at 6.40, 9.30 and 11.20 a. m., and 3.30 p. m.

ERIE—Trains on the Carbondale Branch leave Carbondale for Susquehanna at 6.45 a. m., 1.15 p. m. (connecting with fast trains east and west) and 5.55 p. m. Leave Susquehanna at 7.45 a. m. (express), 8.00 a. m. and 3.40 p. m., arriving at Carbondale at 9.35 a. m., 12.05 and 7.25 p. m.

For New York via Honesdale, leave Carbondale on Gravity trains at 9.40 a. m. and 3.10 p. m. arriving in New York at 5 and 8.55 p. m.

D L. & W.—Trains leave Scranton for New York and Philadelphia at 1.45, 2.05, 5.00 and 8.30 a. m., 12.40 and 4.28 p. m.; arrive at New York 7.10 7.25, 11.20 a. m., and 1.40, 5.30 and 9.30 p. m.; arrive at Philadelphia at 9.55 a. m., and 2.25, 6.05 and 10.30 p. m. Leave Scranton for Buffalo at 2.15 a. m., 1.52 11.45 p. m.; for Elmira at 6.15 a. m.; for Binghamton at 1 a. m., and 1 p. m.

A large group of excursion passengers from Port Jervis arrived in Honesdale on an Erie train on Monday, August 15, 1887. Some of those excursionists took advantage of the \$1 round trip fare offered by the D&H for a ride on the Gravity Railroad. One of those passengers from Port Jervis wrote a glowing review of a ride over the Gravity Railroad and praised, in particular, "the dapper young man who acts in the capacity of man-of-all-work at the D&H depot at Honesdale." Here is that review:

"A RIDE TO CARBONDALE. / Enthusiastically Described by a Port Jervis Newspaper man. / On Monday a large excursion was run from Port Jervis to Honesdale and some of those who attended took advantage of the low rates to ride over the far-famed Gravity road. The 'Gazette' man thus describes the trip: / 'How many of the Port Jervis excursionists took advantage of the cheap rates to Carbondale?' asked a 'Gazette' representative of the dapper young man who acts in the capacity of man-of-all-work at the D&H depot at Honesdale yesterday. 'Remarkably few. We expected a great many, but the number has not come up to our expectation.' This gentleman was so different from most railroad ticket agents that he deserves more than a passing notice. He was very polite and gentlemanly and freely furnished all information desired to strangers making inquiries of him. A special train left the depot at one o'clock for Carbondale and the fare was reduced to \$1.00 for the round trip. The cars are open and excursionists are afforded a magnificent view of the matchless scenery from the summit of the Moosic mountains. On the outward trip planes are very numerous and the tourist finds himself finally hoisted up to an elevation of 1,700 above the sea level. Returning the planes are fewer and from Waymart to Honesdale it is a gradual descent in which the trains glide as smoothly and as fast as over the most improved surface road. There is a noticeable absence of dust, but the customary and startling sign 'Look out for the locomotive,' stares one in the face, notwithstanding the fact that the screech of the locomotive has never been heard there. The only objection expressed was that the time was not long enough. The scenery along the road, and particularly at Shepherd's Crook, is magnificent, and must be seen to be thoroughly appreciated." (*Carbondale Leader*, August 18, 1887, p. 4)

D. & H. C. Co. Timetable, (*The Journal*, December 22, 1887, p. 3; same timetable in the issue of September 1, 1887, p. 3)

THE JOURNAL.

CARBONDALE, PA , DECEMBER 22, 1887

D. & H. C. Co.

Trains leave Carbondale for Scranton at 7.00, 8.20, 9.55 and 11.20 a. m., 1.00, 3.46, 5.20 and 8.15 p. m. arriving at Scranton at 7.43 9.10 and 10.40 a. m., 12.07, 1.49, 4.30, 6.10 and 9.00 p. m.

Trains leave Scranton for Carbondale at 7.00, 8.40, 10.00 and 11.47 a. m., 2.10, 5.00, 7.00 and 11.05 p. m., arriving in this city at 7.50, 9.30 and 10.50 a. m., 12.37, 3.03, 5.50, 7.50 and 11.50 p. m.

Gravity Railroad:

December 1887: five trains for Honesdale from Carbondale; four trains from Honesdale to Carbondale.

D. AND H. GRAVITY RAILROAD.

Trains leave this city for Honesdale at 7.55, 9.40 and 11.10 a. m., 3.10 and 4.00 p. m., arriving in Honesdale at 9.10 and 10.55 a. m., 12.25, 4.25 and 5.15 p. m.

Trains leave Honesdale at 6.40, 9.30 and 11.20 a. m., and 3.30 p. m., arriving in this city at 8.05, and 10.55 a. m., 12.45, and 4.55 p. m.

Erie R. R.—Jefferson Branch.

Trains leave Carbondale on the Jefferson Branch for Susquehanna at 6.45 10.30 a. m., and 5.55 p. m., for Jefferson Junction at 11.00 a. m. and 3.00 p. m. Trains arrive in Carbondale from Susquehanna at 9.35 a. m. 12.15 and 7.25 p. m., and from Jefferson Junction at 1.00 and 8.46 p. m.

By the Erie's short route from Carbondale to New York via Honesdale, passengers leaving here on the Gravity R. R. at 9.40 a. m. will reach New York at 4.55 p. m. and leaving here at 3.10 p. m. will reach New York at 9.40 p. m.

THE JOURNAL.

CARBONDALE, PA., APRIL 26, 1888.

D. & H. C. Co.

Valley Road

8 trains daily,
both ways,
Scranton /
Carbondale

Trains leave Carbondale for Scranton at 7.00, 8.20, 9.55 and 11.20 a. m., 1.00, 3.46, 5.20 and 8.15 p. m., arriving at Scranton at 7.43, 9.10 and 10.40 a. m., 2.07, 1.49, 4.30, 6.10 and 9.00 p. m.

Trains leave Scranton for Carbondale at 7.00, 8.40, 10.00 and 11.47 a. m., 2.10, 5.00, 7.00 and 11.05 p. m., arriving in this city at 7.59, 9.30 and 10.50 a. m., 12.37, 3.03, 5.50, 7.50 and 11.50 p. m.

D. AND H. GRAVITY RAILROAD.


Gravity Railroad

5 trains to Honesdale;
4 trains to Carbondale

Trains leave this city for Honesdale at 7.55, 9.40 and 11.10 a. m., 3.10 and 4.00 p. m., arriving at Honesdale at 9.10 and 10.55 a. m., 12.25, 4.25 and 5.15 p. m.

Trains leave Honesdale at 6.40, 9.30 and 11.20 a. m., and 3.30 p. m., arriving in this city at 8.05 and 10.55 a. m., 12.45, and 4.55 p. m.

ERIE Railway. (Carbondale Leader, December 6, 1888, p. 2)



The Erie Railway takes pleasure in offering to its patrons the additional facilities of a new and short route from

Carbondale to New York
(VIA HONESDALE)

Through trains leave the Union Depot Carbondale 9:40, a. m. and 3:10 p. m. Arriving at New York 4:57 p. m. and 9:40 p. m.

Rates of Fare to New York, \$5,
6.75 New York and Return,

Good for 30 days. Baggage checked through to destination.

Try the new route. It is the short line. Tickets and all information at Union Depot, Carbondale.

L. P. FARMER,
GEO. DEHAVEN, Gen'l Pass'r Ag't,
Ass't Gen'l Pass'r Ag't, New York.

December 1888

Carbondale to New York City:

through trains from Carbondale's Union Station at 9:40 A.M. and 3:10 P.M.

\$5 one way; \$6.75 round trip.

Railroad Time Tables.

D. & H. C, Co.—Trains leave Carbondale for Scranton at 7.00, 8.30, 9.50, 11.20 a. m. and 1.00, 3.42, 5.00, 6.20 and 8.30 p. m.

Trains leave Scranton for Carbondale at 7.00, 8.40, 10.00, 11.45 a. m., and 2.00, 3.30, 5.10, 7.20 and 11.18 p. m.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3.40 p. m., stopping at all stations on the Jefferson branch.

A train will leave Carbondale for Nineveh at 3.35 p. m., arriving in Nineveh at 7.50 p. m.

Returning, leave Nineveh at 7.35 a. m., arriving at Carbondale at 1.00 p. m.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.00 a. m., and 3.10 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50 9.30 and 11.20 a. m., and 3.30 and 5.30 p. m.

ERIE.—Trains on the Carbondale Branch leave Carbondale for Susquehanna at 8.05 a. m., 10.30 a. m. and 5.55 p. m. (connecting with fast trains east, and west). Leave Susquehanna at 7.55 a. m. (express) 8.00 a. m. and 4.45 p. m., arriving at Carbondale at 9.35 a. m., 12, 15 and 7.30 p. m. Trains on main line leave Susquehanna Eastward *1:25, *6:02, 7:00 and 10:40 a. m. and 4:45 p. m. arriving at New York 7:57 a. m., 12:07, 3:37; 5:07 and 11:07 p. m. Westward *3:05, *6:05 a. m. 1:30, 8:34, 6:05, and 11:23 p. m. for Hornellsville, Buffalo, Salamanca and the West Daily.

For New York via Honesdale, leave Carbondale on Gravity trains at 9.40 a. m. and 3.10 p. m. arriving in New York at 5.07 and 11.15 p. m.

D. L. & W. trains leave Scranton for New York and Philadelphia at 1.50, 2.30, 5.00, 8.00 and 9.50 a. m., 1.25 and 4.31 p. m.; arrive at New York 7.10, 7.30, 9.40 a. m., and 12.30, 3.00, 6.00 and 9.00 p. m. arrive at Philadelphia at 9.55 a. m., 1.20, 3.50, 7.30 and 9.55 p. m. Leave Scranton for Buffalo at 2:15 a. m., 1.52, 11.45 p. m., for Elmira at 6.15 p. m.; for Binghamton at 1 p.m.

Gravity Railroad, 1889

Carbondale – Honesdale

5 trains daily, both ways

Enthusiastic report by the editor of *The Olyphant Gazette* on the pleasure of a ride over the Gravity Railroad from Carbondale to Honesdale and the beauties of the scenery along the rail line:

“BEAUTIES OF THE GRAVITY. / Rare Sights to be Seen in a Ride at This Time of the Year. / The editor of *The Olyphant Gazette* discourses on the beauties of the scenery between Carbondale and Honesdale at this time in these words: / No more glorious time than the present could be well selected for a trip over the hills to Honesdale. The mountain ride over the D. & H. gravity road to that picturesque town noted for neat homes nestled in beautiful maples, is always an enjoyable one, but at this particular time of year when the landscape is blushing with the beauty of the ripe autumnal tints, it is indeed simply delightful. The Moosic mountains outrival those of any other country on the face of the earth in point of beauty. There are no trees that present such a fascination of varied colors as the beech, sassafras and maple, particularly the latter, which present a picture of surpassing loveliness just now. Over miles of forests stretches a sea of crimson and gold, whose changing beauty reveals an added charm of grandeur day by day to delight the eye. / The exhilarating atmosphere of the hills these crisp mornings, the charming sweep of scenery that stretches out before the view as one is whirled up plane after plane, and the spice of excitement incident to the ride by gravitation, dashing through cut and curves, by neat farm houses and pleasant villages combined. On Wayne county hills one can almost drink the pure air, while the green fields of the favorite lands extend for miles, where it is hinted that the ‘after grass’ is good this year. / Those who have not yet taken a ‘day out’ anywhere, could not devote one to a pleasanter purpose than that of a trip over the hills for which we can vouch.”
(*Carbondale Leader*, October 12, 1889, p.4)

Railroad Time Tables.

D. & H. C. Co.—Trains leave Carbondale for Scranton at 7.00, 8.20, 9.50, 11.10 a.m. and 1.00, 3.30, 5.20, 6.20 and 8.30 p. m.

Trains leave Scranton for Carbondale at 7.00, 8.15, 10.00, 12.00 a. m., and 2.10, 3.30, 5.10, 7.25 and 11.13 p. m.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 9.19 a. m.; arrive at Carbondale from Albany and Saratoga at 3.25 p. m., stopping at all stations on the Jefferson branch.

A train will leave Carbondale for Nineveh at 3.00 p. m., arriving in Nineveh at 7.33 p. m.

Returning, leave Nineveh at 7.35 a. m., arriving in Carbondale at 12.20 p. m.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.10 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50, 9.30 and 11.20 a. m., and 1.20, 3.30 and 5.30 p. m.

ERIE.—Trains on the Carbondale Branch leave Carbondale for Susquehanna at 6.00 a. m., 11.10 a. m. and 6.25 p. m. (connecting with fast trains east and west). Leave Susquehanna at 6.30 a. m. (express) 8.05 a. m. and 4.15 p. m., arriving at Carbondale at 9.35 a. m., 12.05 and 5.45 p. m. Trains on main line leave Susquehanna Eastward *1:00, 2:33, 8:00 and 12:01 a. m., 12.30 and 4.30 p. m. arriving at New York 7:07, 7.52, 10.38 a. m., 12.57, 3:37, 6:00 and 10:45 p. m. Westward *3:05, *6:05 a. m., 1:30, 3:31, 6:05, 9:20 and 11:55 p. m. for Hornellsville, Buffalo, Salamanca and the West Daily.

A Sunday special train has been put on the Branch, leaving Carbondale 8.30 a. m.; returning, leave Susquehanna at 4.15 p. m., arriving at Carbondale at 5.45.

For New York via Honesdale, leave Carbondale on Gravity trains at 9.40 a. m. and 3.10 p. m. arriving in New York at 5.07 and 11.15 p. m.

D. L. & W. trains leave Scranton for New York and Philadelphia at 1.50, 2.30, 4.55, 8.00 and 9.50 a. m., 1.25 and 4.31 p. m.; arrive at New York 7.10, 7.30, 9.40 a. m. and 12.30, 3.00, 6.00 and 9.00 p. m. arrive at Philadelphia at 9.55 a. m., 1.20, 8.50, 7.30 and 9.30 p. m. Leave Scranton for Buffalo at 2.15 a. m., 1.52, 11.50 p. m., for Elmira at 6.15 p. m.; for Binghamton at 1 p. m.

Gravity Railroad, 1890

Carbondale – Honesdale

6 trains daily, both ways

A NEW PASSENGER TRAIN.

It Will Go South From This City at
10:50 p. m.

A new time table will go into effect next Monday on the Delaware and Hudson road, in which the Company has made one of the most enterprising moves in years. It is in the addition of a night train south the need of which has long been felt all through the valley, and which will undoubtedly pay the company well eventually, if not immediately. The train starts at Nineveh at 8:35 p. m., arrives at Jefferson Junction at 9:25, Forest City at 10:35, Carbondale at 10:50, Jermyn at 11:00 and Archbald at 11:05, reaching Scranton at 11:35 and arriving at its destination, Wilkes-Barre, at 12:25 a. m. This arrangement will make a fine route from Boston through to Wilkes-Barre with splendid connections, the A. & S. train leaving Albany at 4 p. m., connecting with this train.

It will especially benefit Carbondale since it will give persons down the valley an opportunity to spend the evening here and return home the same night. It will bring many parties from Archbald, Jermyn and Mayville to this city, and other pleasure parties which have heretofore been obliged to stay away or stay over night—and they generally stayed away—can now visit their friends here, enjoy a long call and get home in quite a reasonable time for bed.

The local train now leaving here at 6:20 p. m. will leave at seven o'clock.

These train are the only new features of the revised time table of the steam road. On the Gravity there is one slight alteration, the last train in the evening leaving Honesdale five minutes later—5:25—and arriving here five minutes later—6:50.

A new passenger train from one end of the Pennsylvania Division (Nineveh) to the other (Wilkes-Barre)

Effective March 17, 1890, the D&H will have a night train south from Nineveh, departing at 8:35 P.M.

The night train will arrive in Carbondale at 10:50 P.M.; Wilkes-Barre at 12:25 A.M.

Carbondale will benefit a great deal from this new night train.

Gravity Railroad: one slight alteration: the last train now leaves Honesdale at 5:25 P.M.

Railroad Time Tables.

Valley Road

10 trains daily to
Scranton from
Carbondale

9 trains daily from
Scranton to
Carbondale

D. & H. C. Co.—Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a.m. and 1.00, 3.30, 5.20, 7.00, 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 7.00, 8.30, 10.10, 12.00 a. m., and 2.17, 3.30, 5.10, 7.25 and 11.13 p. m. Arrive at JERMYN 35 minutes later. Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3.25 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 2:17 p. m., arriving at Carbondale at 3:05; leave at 3:13 arriving at Nineveh 5:18, stopping at all stations on the Jefferson branch.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.10 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50, 9.30 and 11.20 a. m., and 1.20, 3.30 and 5.25 p. m.

ERIE.—Trains on the Carbondale Branch leave Carbondale for Susquehanna at 8.05 and 10.00 a. m. and 7.15 p. m. (connecting with fast trains east, and west). Leave Susquehanna at 6.30 a. m. (express) 8.05 a. m. and 5.25 p. m., arriving at Carbondale at 9.35 a. m., 12.05 and 6.50 p. m. Trains on main line leave Susquehanna Eastward *1:00, 5:20, 8:00, 11:20 a. m., 5:20 p. m. arriving at New York 7:30, 11:07 a. m. 3:27, 5:22, 11:07 p. m. Westward *12:01, 3:05, 5:20 a. m. 3:29, 9:00 p. m. for Hornellsville, Buffalo, Salamanca and the West Daily.

A Sunday special train has been put on the Branch, leaving Carbondale 8.30 a. m.; returning, leave Susquehanna at 4.15 p. m., arriving at Carbondale at 5.45.

For New York via Honesdale, leave Carbondale on Gravity trains at 9.40 a. m. and 3.10 p. m. arriving in New York at 5.07 and 11.15 p. m.

D. L. & W. trains leave Scranton for New York and Philadelphia at 1.50, 2.55, 5.19, 8.00 and 9.50 a. m., 1.03 and 4.31 p. m.; arrive at New York 7.10, 10.30, 10.04 a. m., and 12.30, 3.00, 5.30 and 9.00 p. m. arrive at Philadelphia at 9.55 a. m., 1.20, 3.50, 7.30 and 9.30 p. m. Leave Scranton for Buffalo at 2:15 a. m., 1.42, 11.50 p. m., for Elmira at 6.15 p. m.; for Binghamton at 8:10 a. m. and 12.44 p. m.

Gravity Railroad

6 trains to
Honesdale

6 trains to
Carbondale

For New York via
Honesdale, leave
Carbondale on
Gravity trains at
9.40 a. m. and 3.10
p. m. arriving in
New York at 5.07
and 11.15 p. m.

Railroad Time Tables.

D&H Valley Road

Delaware & Hudson C. Co.

Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a. m. and 1.00, 3.30, 5.20, 7.00 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 7.00, 8.30, 10.10, 12.00 a. m., and 2.17, 3.30, 5.10, 7.25 and 11.13 p. m. Arrive at JERMYN 35 minutes later. Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3.25 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 2.17 p. m., arriving at Carbondale at 3.05; leave at 3.13 arriving at Nineveh 5.18, stopping at all stations on the Jefferson branch.

D&H Gravity Road

D. & H. Gravity R. R.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.10 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50 9.30 and 11.20 a. m., and 1.20, 3.30 and 5.25 p. m.

N. Y., Ontario & Western.

Ontario & Western trains leave Carbondale for Scranton at 6.55, 8.35, 10.20 a. m., and 2.00, 3.30 5.05 and 9.30 p. m.

Trains arrive in Carbondale from Scranton at 7.30, 9.10, 11.57 a. m., and 1.40, 4.30, 7.00 and 11.30 p. m.

For New York via Hancock—leave Carbondale at 11.57 a. m., arrive in New York at 7.15 p. m.

From New York—train leaves New York at 7.50 a. m., arriving in Carbondale at 3.30 p. m.

Trains between Carbondale and Hancock leave Carbondale at 7.30 and 11.57 a. m. (New York express).

Trains for Forest City leave Carbondale at 7.30 and 11.57 a. m.

Trains leave Forest City for Carbondale at 8.18 a. m., and 3.15 p. m.

Ontario & Western trains leave Jermyn for Carbondale 7.18, 8.59, 11.46 a. m. and 1.38, 4.19, 6.42 and 11.12 p. m.

Leave JERMYN for Scranton at 7.06, 8.46, 10.31 a. m. and 2.11, 3.40, 5.15, 9.40 p. m.

N. Y., L. E. & W. R. R.

Trains on the Carbondale Branch leave Carbondale for Susquehanna at 8.05 and 10.00 a. m. and 7.15 p. m. (connecting with fast trains east and west). Leave Susquehanna at 6.30 a. m. (express) 8.05 a. m. and 5.25 p. m., arriving at Carbondale at 9.35 a. m., 12.05 and 6.50 p. m. Trains on main line leave Susquehanna Eastward *1.00, 5.20, 8.00, 11.20 a. m., 5.05 p. m., arriving at New York 7.30, 11.07 a. m. 3.37, 5.22, 10.37 p. m. Westward *12.01, 3.05, 5.30 a. m. 3.29, 9.00 p. m. for Hornellsville, Buffalo, Salamanca and the West Daily.

A Sunday special train has been put on the Branch, leaving Carbondale 9.35 a. m.; returning, leave Susquehanna at 5.25 p. m., arriving at Carbondale at 6.45.

For New York via Honesdale, leave Carbondale on Gravity trains at 7.55 a. m. and 3.10 p. m., arriving in New York at 5.07 and 11.15 p. m.

Del. Lack. & Western.

D. L. & W. trains leave Scranton for New York and Philadelphia at 1.50, 2.55, 5.19, 8.00 and 9.50 a. m., 1.03 and 4.31 p. m.; arrive at New York 7.10, 7.30, 10.04 a. m., and 12.30, 3.00, 5.30 and 9.00 p. m. arrive at Philadelphia at 9.55 a. m., 1.30, 5.30, 7.30 and 9.30 p. m. Leave Scranton for Buffalo at 2.15 a. m., 1.42, 11.50 p. m., for Elmira at 6.15 p. m.; for Binghamton at 8.10 a. m. and 12.44 p. m.

NYO&W: 7 trains, both ways, Carbondale – Scranton.

D&H and NYO&W combined: 17 trains to Scranton from Carbondale; 16 trains from Scranton to Carbondale

"For New York via Honesdale, leave Carbondale on Gravity trains at 7.55 a.m. and 3.10 p.m. arriving in New York at 5.07 and 11.15 p.m.

Railroad Time Tables.

D&H Valley Road

Eleven trains to Scranton
from Carbondale

Delaware & Hudson C. Co.

Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a. m. and 12.50, 2.00, 3.30, 5.15, 7.00, 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 7.00, 8.30, 10.10 a. m., 12 noon, and 2.17, 3.30, 5.10, 7.16 and 9.35 p. m. From Bridge street depot 2.02 a. m., and 11.13 p. m. Arrive at JERMYN 35 minutes later.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 11.00 a. m.; arrive at Carbondale from Albany and Saratoga at 3.25 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 2:17 p. m., arriving at Carbondale at 3:05; leave at 3:13 arriving at Nineveh 5:18, stopping at all stations on the Jefferson branch.

D&H Valley Road

Nine trains to Carbondale
from Scranton .

"From Bridge street
depot at 2.02 a. m. and
11.13 p. m."

D&H Gravity Railroad

D. & H. Gravity R. R.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.26 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50, 9.25 and 11.15 a. m., and 1.20, 3.30 and 5.30 p. m.

N. Y., Ontario & Western.

Ontario & Western trains leave Carbondale for Scranton at 6.55, 8.30, 10.20 a. m., and 2.00, 3.25, 5.10, 6.50 and 8.15 p. m.

Trains arrive in Carbondale from Scranton at 7.45, 9.30, 11.55 a. m., and 1.40, 3.58, 5.45, 7.10 and 11.50 p. m.

Trains between Carbondale and Hancock leave Carbondale at 11.55 a. m. (New York express), and 1.40 p. m.

Trains for Forest City leave Carbondale at 7.46 and 11.55 a. m.

Trains leave Forest City for Carbondale at 8.15 a. m., and 3.12 p. m.

For New York via Hancock—leave Carbondale at 11.55 a. m., arrive in New York at 7.30 p. m.

From New York—train leaves New York at 7.35 a. m., arriving in Carbondale at 3.25 p. m.

Ontario & Western trains leave Jermyn for Carbondale 7.34, 9.19, and 11.46 a. m. and 1.29, 3.48, 5.34, 7.01 and 11.39 p. m.

Leave JERMYN for Scranton at 7:06, 8:41, 10:31 a. m. and 2.09, 3.34, 5.21, 7.01, and 8.26 p. m.

The NYO&W train
that departed from
Carbondale at 11.55
a. m. was the "New
York express."

Gravity brakeman George Perry was squeezed to death as the engine he was riding on was running a passenger car into the car house on February 9, 1891. Here is the account of this tragic accident that was published in the *Carbondale Leader*:

“SQUEEZED TO DEATH. / Brakeman Perry, of the Gravity, Meets With a Fatal Accident. / George Perry, extra brakeman on Conductor Hobbs’ gravity passenger train between this city and Honesdale, and regular brakeman on the freight between Waymart and Honesdale, met a sudden and violent death at the latter place last evening. Perry was riding on an engine which was running a passenger coach into the car house and was standing on the side of the engine. Usually a narrow gauge engine is used for switching at this place, but yesterday a large one was put into service. The track is in close proximity to the engine house, but with a small engine there is room for a man’s body between the two. Perry, who was riding on the side of the engine forgot for the instant that the difference in width would bring the locomotive several inches nearer the house and he was caught and squeezed horribly. The accident occurred so quickly that there was no time to stop the engine. When the men who saw it got to Perry he was alive, and there were no external marks except a slight contusion on the temple, but the blood vessels inside of his body were ruptured and after near an hour’s terrible suffering he died. / Perry was about 25 years of age and was a brother of Melton Perry brakeman on the gravity passenger train. He was a young man of model habits and was a general favorite with those who knew him.” (*Carbondale Leader*, February 10, 1891, p. 3)

Railroad Time Tables.

Delaware & Hudson C. Co.

Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a. m. and 12.46, 2.00, 3.00, 3.10, 5.00, 7.00 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 5.40 7.00, 8.30, 10.10 a. m., 12.20, and 2.17, 3.23, 5.10, 7.16, and 9.35 p. m. From Bridge street depot 2.03 a. m., and 11.13 p. m. Arrive at JERMYN 35 minutes later.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 6.25 a. m.; arrive at Carbondale from Albany and Saratoga at 3.07 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 12.20 a. m., arriving at Carbondale at 1:05; leave at 1.10 arriving at Nineveh 3:10, stopping at all stations on the Jefferson branch.

D. & H. Gravity R. R.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.15 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50 9.25 and 11.15 a. m., and 1.20, 3.30 and 5.30 p. m.

N. Y., Ontario & Western.

Ontario & Western trains leave Carbondale for Scranton at 6.55, 8.20, 10.20 a. m., and 2.00, 3.25 5.10, 6.50 and 8.15 p. m.

Trains arrive in Carbondale from Scranton at 7.45, 9.30, 11.55 a. m., and 1.40, 3.58, 5.45, 7.10 and 11.50 p. m.

Trains between Carbondale and Hancock leave Carbondale at 11.55 a. m. (New York express),

Trains for Forest City leave Carbondale at 7.46 and 11.55 a. m.

Trains leave Forest City for Carbondale at 8.15 a. m., and 3.12 p. m.

For New York via Hancock--leave Carbondale at 11.55 a. m., arrive in New York at 7.30 p. m.

From New York--train leaves New York at 7.35 a. m., arriving in Carbondale at 3.25 p. m.

Ontario & Western trains leave Jermyn for Carbondale 7.34, 9.19 and 11.46 a. m. and 1.29, 3.48, 5.34, 7.01 and 11.39 p. m.

Leave JERMYN for Scranton at 7.06, 8.41, 10.31 a. m. and 2.09, 3.34, 5.21, 7.01, and 8.36 p. m.

N. Y., L. E. & W. R. R.

Trains on the Carbondale Branch leave Carbondale for Susquehanna at 8.05 and 9.30 a. m. and 6.40 p. m. (connecting with fast trains east and west). Leave Susquehanna at 6.45 a. m. (express) 7.38 a. m. and 4.32 p. m., arriving at Carbondale at 9.05 a. m., 12.05 and 5.59 p. m. Trains on main line leave Susquehanna Eastward 7:00, 5:00, 8:00, 11:20 a. m., 5:15 p. m. arriving at New York 7:30, 11:07 a. m. 3:37, 5:23, 10:37 p. m. Westward 12:01, 3:05, 5:00 a. m. 3:29, 9:00 p. m. for Hornellville, Buffalo, Salamanca and the West, daily.

A Sunday special train has been put on the Branch, leaving Carbondale 9.10 a. m.; returning, leave Susquehanna at 4.10 p. m., arriving at Carbondale at 6.00.

For New York via Honesdale, leave Carbondale on Gravity trains at 7.55 a. m. and 3.10 p. m. arriving in New York at 5.07 and 11.15 p. m.

Del. Lack. & Western.

D. L. & W. trains leave Scranton as follows: Express for Syracuse, Oswego, Utica, Buffalo and the West, 12.15 and 2.15 a. m., 1.32 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest. Express for New York, 1.50, 2.50, 5.40 8.00, 9.50 a. m., 12.55 and 3.50 p. m. Express for Philadelphia, Easton, Trenton, 5.40, 8.00 and 9.50 a. m., 12.55 and 3.50 p. m. For Binghamton at 6.05 p. m. Pullman parlor and sleeping coaches are attached to all through trains.

Valley Road: 12 trains to Scranton; 10 trains to Carbondale (two of them leaving from the Bridge Street station)

D&H Gravity Railroad: six trains, both ways, Carbondale - Honesdale

Two D&H Gravity trains for New York via Honesdale: 7.55 a.m. and 3.10 p.m.

Delaware & Hudson C. Co.

Trains leave Carbondale for Scranton at 6.55, 8.20, 9.50, 11.10 a. m. and 12.46, 2.00, 3.00, 3.10, 5.00, 7.00 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.

Trains leave Scranton for Carbondale at 5.40 7.00, 8.30, 10.10 a. m., 12.20, and 2.17, 3.22, 5.10, 7.16, and 9.35 p. m. From Bridge street depot 2.03 a. m., and 11.13 p.m. Arrive at JERMYN 35 minutes later.

Saratoga express leaves Carbondale for Saratoga, Albany and the north at 6.25 a. m.; arrive at Carbondale from Albany and Saratoga at 3.07 p. m., stopping at all stations on the Jefferson branch.

A train known as the Boston Express will leave Scranton at 12.20 p. m., arriving at Carbondale at 1:05; leave at 1.10 arriving at Nineveh 3:10, stopping at all stations on the Jefferson branch.

D. & H. Gravity. R. R.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.40 and 11.10 a. m., 1.25, 3.15 and 6.00 p. m.

Leave Honesdale for Carbondale at 6.50 9.25 and 11.15 a. m., and 1.20, 3.30 and 5.30 p. m.

Railroad Time Tables.

NEW YORK ONTARIO & WESTERN.

Ontario & Western trains leave Carbondale for Scranton at 7.10, 8.25, 9.45 a. m., and 2.35, 3.55, 5.10, 7.10 p. m.
Trains arrive in Carbondale from Scranton at 7.45, 9.15, 11.50 a. m., and 2.15, 5.45, 6.50 and 11.45 p. m.
Trains between Carbondale and Hancock leave Carbondale at 11.50 a. m. (New York express), and 5.45 p. m.
Trains for Forest City leave Carbondale at 11.50 a. m. and 5.45 p. m.
Trains leave Forest City for Carbondale at 8.10 a. m. and 3.38 p. m.
Ontario & Western trains leave Jermyn for Carbondale 7.38, 9.03, and 11.40 a. m. and 2.03, 5.33, 6.40 and 11.33 p. m.
Leave JERMYN for Scranton at 7.22, 8.37, 7.59 a. m. and 2.47, 4.04, 5.22, and 7.19 p. m.

For New York.

BEAUTIFUL SCENIC ROUTE.
ELEGANT NEW TRAINS.
Only 7 Hours from Carbondale to New York.
Through train leaves Carbondale at 11.50 a. m., daily arriving in New York at 7.20 p. m. Leave New York at 8.00 a. m. arriving in Carbondale at 3.55 p. m.
Fare to New York, \$4.35.
New York and Return \$6.75.
Good for 30 days. Baggage checked through to destination. Try the new route.
J. C. Anderson, J. E. Childs.
G. P. A. Gen. M'gr.

Delaware & Hudson Railroad.

MAY 29, 1892.
Trains leave Carbondale for Scranton at 7.00, 8.00, 9.00, 10.00, 11.10, a. m. and 12.45, 2.00, 3.00, 4.15, 5.00, 7.00, 8.30 and 10.50 p. m. Leave JERMYN 10 minutes later.
Trains leave Scranton for Carbondale at 5.40, 7.00, 8.30, 10.10 a. m. 12.00 and 2.17, 3.25, 5.10, 6.20 and 9.35 p. m. From Bridge street depot 2.08 a. m. 7.16 and 11.13 p. m. Arrive at JERMYN 35 minutes later.
Saratoga express leaves Carbondale for Saratoga, Albany and the north at 6.25 a. m.; arrive at Carbondale from Albany and Saratoga at 4.10 p. m. and 10.45 p. m., stopping at all stations on the Jefferson branch.
A train known as the Boston Express will leave Scranton at 2.17 p. m., arriving at Carbondale at 3.00; leave at 3.05 arriving at Nineveh 5.00, stopping at all stations on the Jefferson branch.

D. & H. Gravity R. R.

Trains on the Gravity road leave Carbondale for Honesdale at 7.55, 9.30 and 11.05 a. m., 1.25, 3.09, and 6.00 p. m.
Leave Honesdale for Carbondale at 7.25, 9.25 and 11.15 a. m., and 1.25, 3.30 and 5.30 p. m.

ERIE RAILWAY.

Trains on the Carbondale Branch leave Carbondale for Susquehanna at 9.30 a. m. and 6.35 p. m. (connecting with fast trains east and west). Leave Susquehanna at 7.28 a. m. and 4.22 p. m., arriving at Carbondale at 8.59 a. m., and 5.52 p. m.
Rochester local leaves Carbondale at 9.20 a. m. Binghamton 11.42 a. m. Elmira 1.45 p. m. arriving at Rochester 5.55 p. m. Trains for Forest City and all points on the Branch leave Carbondale at 6.25 a. m. and 3.05 and 6.35 p. m.
A Sunday special train has been put on the Branch, leaving Carbondale 9.10 a. m., returning, leave Susquehanna at 4.10 p. m., arriving at Carbondale at 6.00.
For New York via Honesdale, leave Carbondale on Gravity trains at 7.55 a. m. and 1.25 p. m. arriving in New York at 5.07 and 8.37 p. m.
For full information see Pocket Time Table.
H. G. Baker, Agent, Carbondale, Pa.
D. I. Roberts, S. T. Seely,
Gen'l Pass. Agent Division Pass. Agent,
New York, N. Y. Elmira, N. Y.

The NYO&W gets first billing here; the D&H second billing

Seven hours to New York on the NYO&W train at 11.50 A.M.

13 D&H trains to Scranton; 10 D&H trains to Carbondale

Six Gravity trains to Honesdale; six Gravity trains to Carbondale

Del. Lack. & Western.

D. L. & W. trains leave Scranton as follows: Express for Syracuse, Oswego, Utica, Buffalo and the West, 12.15 and 2.15 a. m., 1.32 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest. Express for New York, 1.50, 2.50, 5.05, 8.00, 9.50 a. m., 12.55 and 3.50 p. m. Express for Philadelphia, Easton, Trenton, 5.05, 8.00 and 9.50 a. m., 12.55 and 3.50 p. m. For Binghamton at 6.05 p. m. Pullman parlor and sleeping coaches are attached to all through trains.

Central R. R. of New Jersey,

Lehigh & Susq. Division.

Time Table in Effect Oct. 11th, 1892.

Shortest Line! Quickest Time!

TO

Wilkes-Barre, Mauch Chunk, Tamaqua, Harrisburg, Reading, Allentown, Bethlehem, Philadelphia, Ocean Grove, Long Branch, &c.

Trains leave Carbondale
For Mauch Chunk, Allentown and Bethlehem from N. Y. O. & W. R. R. depot at 2.35 p. m.
From D. & H. R. R. depot 3.00 p. m.
For Tamaqua from N. Y. O. & W. R. R. depot 2.35 p. m. from D. & H. R. R. depot 3.00 p. m.
For Reading & Harrisburg via Allentown from N. Y. O. & W. R. R. depot at 2.35 p. m. from D. & H. R. R. depot 3.00 p. m.
For Philadelphia from N. Y. O. & W. R. R. depot 2.35 p. m. from D. & H. R. R. depot 3.00 p. m.
J. H. Olhausen, H. P. Baldwin,
Gen'l Supt. Gen'l. Pass. Agt.

Two D&H Gravity trains for New York City via Honesdale: 7.55 a.m. and 1.25 p.m.

NEW D. & H. TIME TABLE.

Will Go Into Effect Next Monday With Important Changes.

Valley Road: 14
trains, both ways,
Carbondale –
Scranton.

→ A new timetable will go into effect on the Delaware and Hudson railroad next Sunday. After that trains will leave Carbondale at 6:05, 7:05, 8:00, 9:00, 10:00, 11:20 a. m. and 12:40 1:45, 2:50, 4:03, 5:05, 7:05, 9:45 and 10:50 p. m.

Trains will arrive at Carbondale at 6.57, 8.35, 9.35, 10 55 a. m. and 12.41, 2.00, 3.00, 4.30, 6.05, 7.05, 8.35 9.52, 11.38 p. m., and 1.54 a. m.

Gravity Railroad:
one small schedule
change

→ Trains to and from Honesdale will run same as heretofore except the train now arriving at 12:25 noon which is changed to 12:35.

Trains to and from Albany, Boston, Saratoga and the north will leave at at 7:00 a. m. and 3:05 p. m. and arrive at 4:00 and 9:45 p. m.

The principal changes are in the Boston express which will reach Nineveh at 7:55 p. m. instead of 8:25 as at present and will arrive in this city at 9:45. It will leave this city at 12:40 a. m., will arrive at 1:54 and leave Wilkes-Barre at 12:30 and Scranton at 1:16. Train twenty which leaves this city at 1:50 will leave at 1:45 or five minutes earlier than at present.

Powderly's switch, where the light track merged into the loaded track at Bushwick, was misplaced at mid-day on April 12, 1898, and a Gravity passenger car derailed there. Fortunately no one was injured.

“PASSENGERS FRIGHTENED / By the Derailing of a Gravity Train This Morning. / There was considerable excitement on the south side shortly after noon today. It was caused by the derailing of the gravity passenger train due in this city from Honesdale at 12:30 o'clock. As it was coming rapidly toward the city the head brakeman suddenly discovered that what is known as Powderly's switch was misplaced. It was then too late to prevent an accident and the train was thrown from the track and rode for a short distance over the ties. The passengers received quite a lively shaking up and were thoroughly frightened for a moment but no one was injured.” (*Carbondale Leader*, April 12, 1898, p. 5)

The popularity of Shepherd's Crook as a site to see did not wane in the course of the nineteenth century. Here is an article about Shepherd's Crook that was published in the *New York Sun* of June 12, 1898:

“OVER THE GRAVITY. / Some Points That May Have Struck Visitors as Peculiar. / The following is from yesterday's New York Sun under a Honesdale date: / It is twenty miles from Honesdale to Carbondale. From Carbondale to Honesdale it is sixteen miles. That is what they tell the inquiring traveler who has occasion to take the Delaware and Hudson cars at this place to make the trip between the two towns for the first time. The information will be puzzling to him, but it will be true. / The ride from Farview Summit on to Carbondale is over an uninterrupted declining grade. The road curves abruptly around projecting hills; clings high in the air to the sides of rock ledges, and spans deep chasms by airy trestles. On their ride down the mountain the trains are frequently run a mile minute. The runner with his hand on the brake, controls the train. He can send it along at the speed of the wind, or bring it to a standstill at his will. / At one point on the down-mountain trip the traveler will see a track running parallel with the one he is on, a rod or two to his left, but perhaps twenty feet below him. / ‘This is some rival road,’ is the first thought of the stranger. / A few seconds later, after a dash through a deep, dark rock cut, he is amazed to find his train speeding on that same parallel track, with the one he saw from above him on the hillside. This is the shepherd's crook. Long coal trains rounding this crook find their head and rear ends so near together that one could easily toss a piece of coal from a rear car into a front one.” (*Carbondale Leader*, June 13, 1898, p.2)

Takes effect July 3, 1898

DELAWARE AND HUDSON RAILROAD.

July 3rd, 1898.

Trains will leave Carbondale as follows.

For Scranton and Wilkes-Barre: 6.05, 7.05, 8.05, 9.00, 10.00, 11.20 a. m., 12.45, 1.42, 2.50, 3.49, 5.05, 7.05, 10.00, 10.50 p. m.

Sunday trains leave 8.55, 11.00 a. m., 1.15, 2.45, 5.00, 7.05 p. m.

For Albany, Saratoga, Montreal, Boston, New England points, &c., 7.00 a. m., 3.05 p. m.

For Waymart and Honesdale: 7.13, 11.01 a. m., 3.09, 6.08 p. m.

For New York, Philadelphia, &c., via Lehigh Valley R. R., 6.05, 11.20 a. m., 12.45, 1.42, 3.49 (with Black Diamond Express) 10.50 p. m.

For Western points via Lehigh Valley R. R. 7.05, 11.20 a. m., 2.50, (with Black Diamond Express) 10.00, 10.50 p. m.

For Pennsylvania Railroad points: 6.05, 9.00 a. m., 1.42, 3.49 p. m.

For New York, Philadelphia, &c., via Delaware, Lackawanna & Western: 7.05, 9.00, 10.00, 11.20 a. m., 10.50 p. m.

For Elmira, Buffalo and Western points, via Delaware, Lackawanna & Western: 8.00 a. m., 12.45, 5.05, 10.50 p. m.

Trains will arrive at Carbondale from Wilkes-Barre and Scranton as follows: 6.57, 8.31, 9.31, 10.51 a. m., 12.38, 2.00, 3.00, 4.30, 6.05, 7.05, 8.35, 9.52, 11.38 p. m., 1.54 a. m.

Sunday trains arrive 9.43 a. m., 12.11, 2.31, 4.30, 6.25, 10.31 p. m.

J. W. BURDICK, G. P. A., Albany, N. Y.

H. W. CROSS, D. P. A., Scranton, Pa.

For complete information relative to ticket rates and routes to all points in the United States and Canada, address

H. W. CROSS, D. P. A., Scranton, Pa.

For Waymart and Honesdale: 7.13, 11.01 a.m., 3.09, 6.08 p.m.

Fourteen trains arriving at Carbondale from Wilkes-Barre and Scranton

Delaware and Hudson Canal Co., Gravity Railroad Passenger Time Table. Takes Effect Monday, July 4, 1898. Superseding time table dated January 17, 1896. Original document in the collection of the Carbondale Historical Society.

Gravity Railroad: six trains, both ways, Carbondale - Honesdale

DELAWARE AND HUDSON CANAL Co.,

GRAVITY RAILROAD.

PASSENGER TIME TABLE.

Takes Effect Monday, July 4, 1898.

(SUPERSEDING TIME TABLE DATED JANUARY 17 1898.)

STATIONS.	EASTWARD.						
	81	83	85	87	89	91	93
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
WILKES-BARRE, LEAVE.	5 25	8 00	9 20	11 07	1 35	3 01	4 32
SCRANTON, LEAVE.	6 20	8 53	10 13	M. 12 00	2 20	3 52	5 25
Union Sta., CARBONDALE, LEAVE.	7 50	9 40	11 05	P. M. 1 25	3 09	4 32	6 08
Main Street, CARBONDALE, LEAVE.	7 56	9 46	11 11	1 31	3 15	4 38	6 14
FARVIEW, LEAVE.	8 18	10 08	11 33	1 53	3 37	5 00	6 36
WAYMART, LEAVE.	8 28	10 18	11 43	2 03	3 47	5 10	6 46
KEENS, LEAVE.	8 37	10 27	11 52	2 12	3 56		6 55
NUMBER 16, LEAVE.	8 40	10 30	11 55	2 15	3 59		6 58
PROMPTON, LEAVE.	8 46	10 36	12 01	2 21	4 05		7 04
HONESDALE, ARRIVE.	9 05	10 55	12 20	2 40	4 24		7 23
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

STATIONS.	WESTWARD.						
	82	84	86	88	90	92	94
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
HONESDALE, LEAVE.	7 25	9 35	11 05	1 15	3 30		5 35
PROMPTON, LEAVE.	7 41	9 51	11 21	1 31	3 46		5 51
NUMBER 16, LEAVE.	7 47	9 57	11 27	1 37	3 52		5 57
KEENS, LEAVE.	7 52	10 02	11 32	1 42	3 57		6 02
WAYMART, LEAVE.	8 04	10 14	11 44	1 54	4 09	5 14	6 15
FARVIEW, LEAVE.	8 13	10 23	11 53	2 03	4 18	5 23	6 23
Lincoln Ave., CARBONDALE, LEAVE.	8 33	10 43	12 13	2 23	4 38	5 43	6 43
Lookout, CARBONDALE, LEAVE.	8 46	10 56	12 26	2 36	4 51	5 56	6 56
City Station, CARBONDALE, LEAVE.	8 49	10 59	12 29	2 39	4 54	5 59	6 59
Union Sta., CARBONDALE, ARRIVE.	8 50	11 00	12 30	2 40	4 55	6 00	7 00
SCRANTON, ARRIVE.	9 34	11 58	1 23	3 35	5 45	6 55	7 43
WILKES-BARRE, ARRIVE.	10 14	12 50	2 15	4 30	6 37	7 47	8 55
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

s Indicates regular stop. *f* Stop on signal, or on notice to Conductor. All trains will run daily, except Sundays.

* Trains Nos. 91 and 92 will run between May 28 and October 15 only.

CONNECTIONS:—Trains 82, 84, 86, 88, 90 and 94, at Carbondale, with Trains for Scranton, Wilkes-Barre, New York, Philadelphia, &c., and Binghamton, Elmira, and the West.

Trains 82, 90 and 92 at Carbondale with Erie R. R., for Susquehanna, &c.

Trains 81, 83, 85, 87, 89, 91, and 93, at Carbondale, with Trains from Wilkes-Barre, Scranton, &c.

Trains 83 and 93, at Carbondale, with Train from Susquehanna, &c.

Train 88, at Carbondale, with Train for Oneonta, Albany, Saratoga, Boston, &c.

Trains 91 and 93, at Carbondale, with Train from Saratoga, Albany, &c.

Train 87, at Honesdale, with Erie Railway for Port Jervis, Middletown and New York

Trains 86 and 90, at Honesdale, with Erie Railway from New York, &c.

H. G. YOUNG, Second Vice President,
Albany, N. Y.

C. R. MANVILLE, Superintendent,
Carbondale, Pa.

All trains run daily, except Sundays.

Trains 91 and 92 will run between May 28 and October 15 only.

City Station = Gravity Railroad Depot on North Main Street

Union Station = station on Dundaff Street (later became Erie Freight House). The Bonacci office building now stands on the site of the former Union Station.

s = Indicates regular stop

f = Stop on signal, or on notice to Conductor

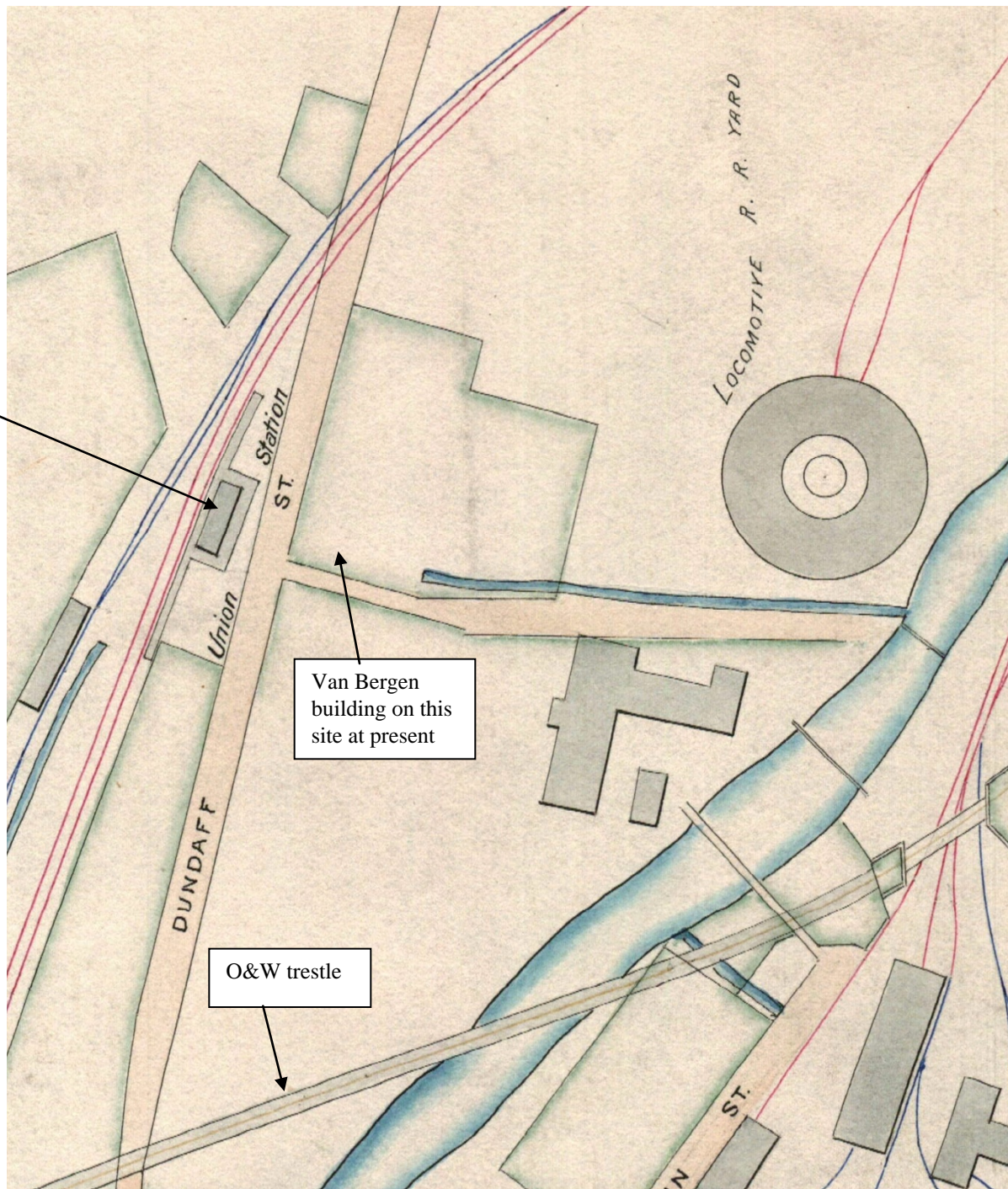
Enlarged detail of Eastward trains from Passenger Time Table given above:

STATIONS.	EASTWARD.						
	81	83	85	87	89	91 *	93
	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
WILKES-BARRH, LEAVE.	5 35	8 00	9 20	11 07	1 35	3 01	4 32
SCRANTON, LEAVE.	6 20	8 53	10 13	M. 12 00	2 20	3 52	5 25
Union Sta., CARBONDALE, LVE.	7 50	9 40	11 05	P.M. 1 25	3 09	4 32	6 08
Main Street, CARBONDALE,	s 7 56	s 9 46	s 11 11	s 1 31	s 3 15	s 4 38	s 6 14
FARVIEW,	s 8 18	s 10 08	s 11 33	s 1 53	s 3 37	s 5 00	s 6 36
WAYMART,	s 8 28	s 10 18	s 11 43	s 2 03	s 3 47	s 5 10	s 6 46
KEENS,	f 8 37	f 10 27	f 11 52	f 2 12	f 3 56		f 6 55
NUMBER 16,	f 8 40	f 10 30	f 11 55	f 2 15	f 3 59		f 6 58
PROMPTON,	f 8 46	f 10 36	f 12 01	f 2 21	f 4 05		f 7 04
HONESDALE, ARRIVE	s 9 05	s 10 55	s 12 20	s 2 40	s 4 24		s 7 23
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Enlarged detail of Westward trains from Passenger Time Table given above:

STATIONS.	WESTWARD.						
	82	84	86	88	90	92 *	94
	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.
HONESDALE, LEAVE.	7 25	9 35	11 05	1 15	3 30		5 35
PROMPTON,	s 7 41	s 9 51	s 11 21	s 1 31	s 3 46		s 5 51
NUMBER 16,	s 7 47	s 9 57	s 11 27	s 1 37	s 3 52		s 5 57
KEENS,	f 7 52	f 10 02	f 11 32	f 1 42	f 3 57		f 6 02
WAYMART,	s 8 04	s 10 14	s 11 44	s 1 54	s 4 09	5 14	s 6 15
FARVIEW,	f 8 13	f 10 23	f 11 53	f 2 03	f 4 18	f 5 23	f 6 23
Lincoln Ave, CARBONDALE,	f 8 33	f 10 43	f 12 13	f 2 23	f 4 38	f 5 43	f 6 43
Lookout. CARBONDALE,	8 46	10 56	12 26	2 36	4 51	5 56	6 56
City Station, CARBONDALE,	s 8 49	s 10 59	s 12 29	s 2 39	s 4 54	s 5 59	s 6 59
Union Sta., CARBONDALE, ARR.	s 8 50	s 11 00	s 12 30	s 2 40	s 4 55	s 6 00	s 7 00
SCRANTON ARRIVE.	9 34	11 58	1 23	3 25	5 43	7 43	7 43
WILKES-BARRH ARRIVE.	10 14	12 50	2 15	4 20	6 57	8 57	8 55
	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

On the map of Carbondale in the 1895 Gravity Railroad map volume, the exact location of the Union Station in Carbondale is shown. This station was opened in 1871 and closed in 1899.



Delaware and Hudson Railroad. May 14, 1899. (Carbondale Leader, July 12, 1899, p. 8; same ad in Carbondale Leader of December 27, 1899, p. 3)

Valley Road:
Fourteen trains,
both ways,
Wilkes-Barre -
Carbondale

Gravity Railroad:
For Waymart and
Honesdale: 7.13,
11.01 a.m., 3.09,
6.08 p.m.

DELAWARE AND HUDSON RAILROAD.

May 14, 1899.

Trains will leave Carbondale as follows;

For Scranton and Wilkes-Barre: 6:05, 7:05, 8:00, 9:00, 10:00, 11:20 a. m., 12:45, 1:42, 2:50, 3:49, 5:05, 7:05, 10:00, 10:50 p. m.

Sunday trains leave 8:56, 11:21 a. m., 1:16, 2:46, 5:01, 7:06 p. m.

For Albany, Saratoga, Montreal, Boston New England points, &c., 7:00 a. m., 3:50 p. m. (daily),

For Waymart and Honesdale: 7:13, 11:01 a. m., 3:09, 6:08 p. m.

For New York, Philadelphia, &c., via Lehigh Valley R. R., 6:05, 11:20, a. m., 12:45, 1:42, 8:45, (with Black Diamond Express) 10:50 p. m.

For Western points via Lehigh Valley R. R. 7:05, 11:20 a. m., 2:50, (with Black Diamond Express) 10:00 10:50 p. m.

For Pennsylvania Railroad points: 6:05, 9:00 a. m., 1:45, 3:49 p. m.

For New York, Philadelphia, &c., via Delaware, Lackawanna & Western: 7:05, 9:00, 10:00 11:20 a. m., 10:50 p. m.

For Elmira, Buffalo and Western points, via Delaware Lackawanna & Western: 8:00 a. m., 12:45, 5:05, 10:50 p. m.

Trains will arrive at Carbondale from Wilkes-Barre and Scranton as follows: 6:57, 8:31, 9:31, 10:51 a. m., 12:38, 2:00, 3:00, 4:30, 6:05, 7:05, 8:35, 9:55, 11:38 p. m., 1:54 a. m.

Sunday trains arrive 9:42 a. m., 12:10, 2:59, 4:59, 6:24, 10:30 p. m.

J. W. BURDICK, G. P. A., Albany, N. Y.

H. W. CROSS, D. P. A., Scranton, Pa.

For complete information relative to ticket rates and routes to all points in the United States and Canada, address,

H. W. CROSS, D. P. A., Scranton, Pa.

Travel via the Gravity Railroad to Honesdale was a straightforward process from Carbondale, as was travel from Honesdale, via the Erie railway, to New York City and points east. By the same token, travel from New York City and points east to Honesdale and then, via the Gravity Railroad, to Carbondale was also a straightforward process.

In an article in the *Carbondale Leader* of August 11, 1899, we read: "Thick and fast from all sides come the excursions to Carbondale this season." Here is the complete text of that article:

"EXCURSIONS. Carbondale the Objective Point of Three More Within the Next Two Weeks—What People Say About the Trip. / Thick and fast from all sides come the excursions to Carbondale this season. On August 18 and 23 we will have New York city excursionists by way of the Erie. On Monday August 21 will come a large party over the same road from Newburgh and intermediate points. / An opportunity is offered the patrons of the Ontario & Western for one of the most enjoyable and instructive day's outings of the season, on Friday, August 18, when they will run an excursion to this city and Farview. The excursion will be run from points as far north as Norwich and similar affairs in the past have been patronized by several hundred people. / Regarding last Wednesday's excursion the Patterson Press says: "The nearly 200 excursionists who went from this city to Carbondale yesterday report having a most delightful trip into the Pennsylvania mountains and over the gravity road. Each one came back a walking advertisement, as they are advising their friends to take in the trip." (*Carbondale Leader*, August 11, 1899, p. 5)

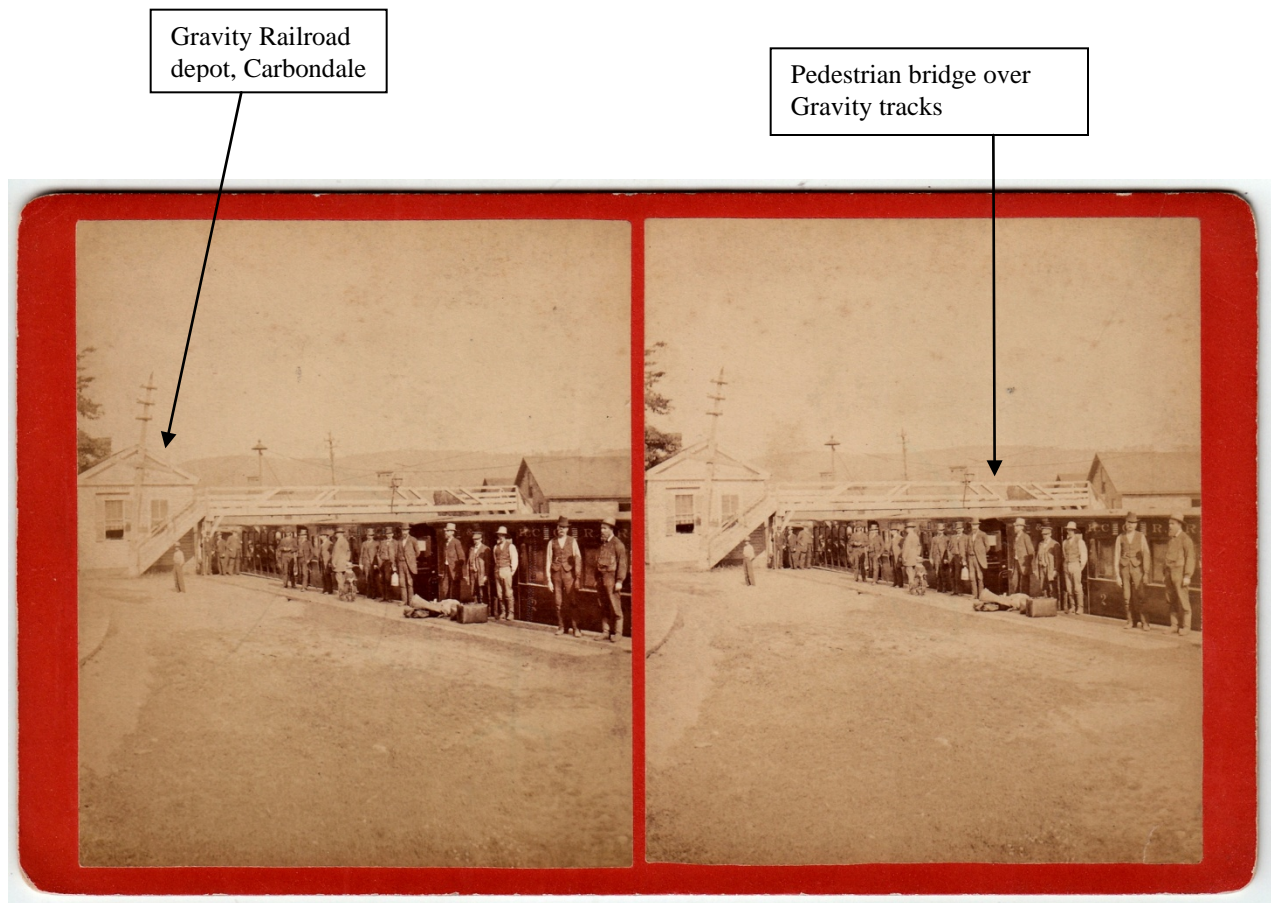
0819

D&H Gravity Railroad Stations: Carbondale and Honesdale

As we bring to an end our examination of passenger service on the D&H Gravity Railroad between Carbondale and Honesdale, it is well that we look at the stations/depots at Carbondale and Honesdale from which/to which these Gravity passenger trains arrived/departed.

Given below, and on the front cover of this DVD, are photographs of the Carbondale "Main Street station" of the D&H Gravity Railroad:

Hensel No. 1190: *Del. & Hud. Gravity Road Depot.* Stereocard in the collection of the Carbondale Historical Society and the Carbondale D&H Transportation Museum



Enlarged detail of the photo given above.



Honesdale Gravity Railroad Passenger Depot

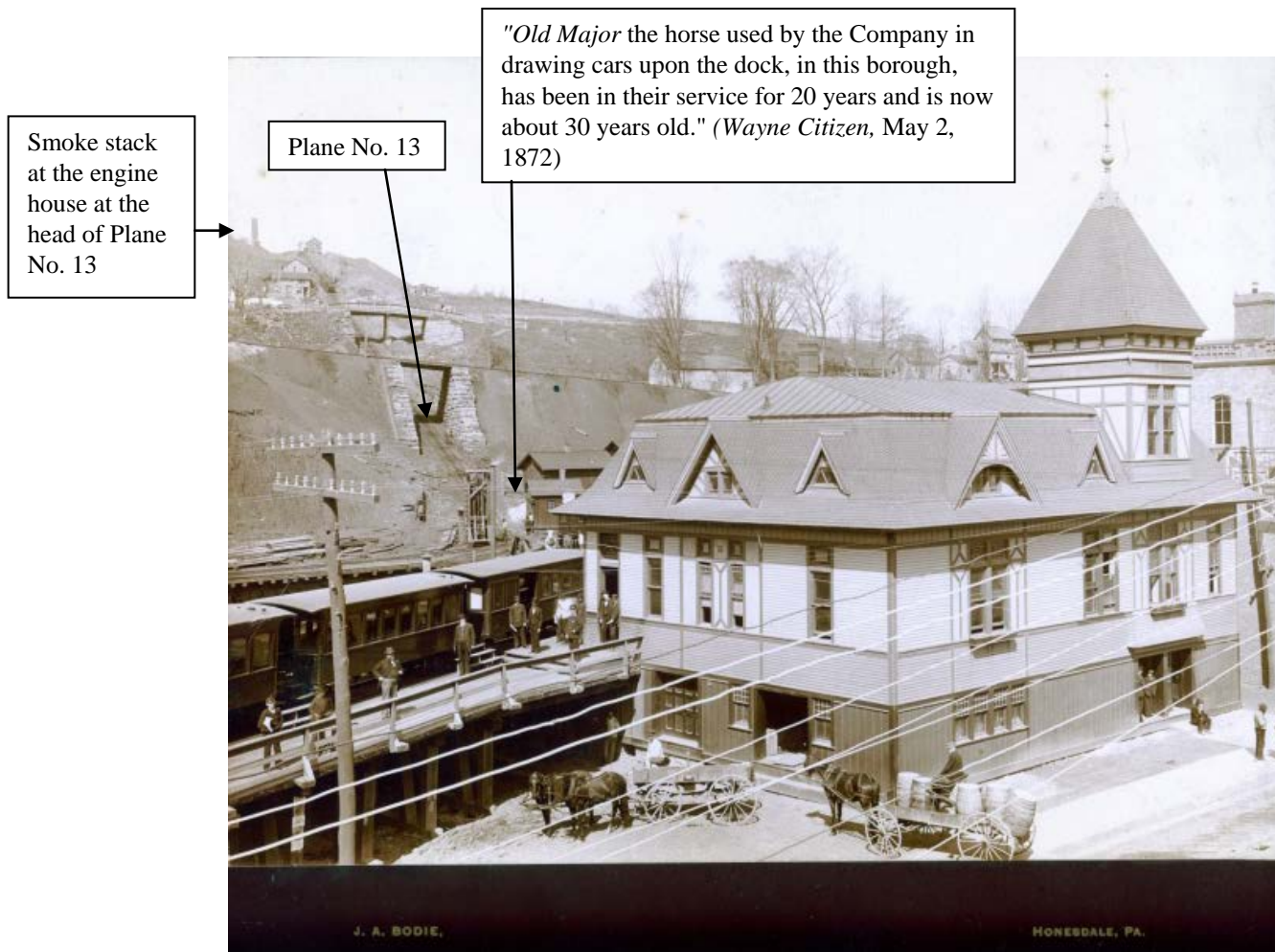
This depot was under construction in July 1878. About the building, we read the following in the July 25, 1878 issue of the *Wayne County Independent*:

"The passenger headquarters of the Del & Hud Gravity will be very convenient. The waiting room ticket office and baggage room are arranged in first class order. The cars are entirely under cover and everything will be as bright as a new pin. The enterprise on the part of the D & H Co. will be greatly appreciated by the public generally." (*Wayne County Independent*, July 25, 1878)

The building was completed by August 8, 1878:

"The new depot in Honesdale, designed for the use of passengers taking the Gravity trains, is now completed and comprised all that is needed in a passenger depot—waiting room, baggage room, ticket office, steam baggage elevator, water closet, etc. " (*Honesdale Citizen*, August 8, 1878)

Here is the D&H Gravity passenger and freight station in Honesdale:



D&H Canal Company Gravity Railroad Passenger Station, Honesdale, PA. Photo by J. A. Bodie, Honesdale, PA. The D. & H. Gravity Passenger and Freight Depot in Honesdale was a deluxe building, with passenger arrivals and departures on the second floor. The 3-car Gravity passenger train seen here would be pulled by a working horse over the bridge on the canal to the foot of Plane No. 13, and then pulled to the head of the plane by a wire-rope cable, and from there sent on to Carbondale. Freight handling took place at street level, where teamsters in market wagons, pulled by working horses, consigned and received freight. Plane No. 12 ½ crossed Plane No. 13 on the lower of the two bridges over the plane; the Old Cherry Ridge Road crossed the plane on the second bridge. This remarkable photo is from the collection of Jim and Maureen Clift, Hawley, PA. Jim Clift's paternal grandfather, William R. Clift, worked for the D&H. Mr. and Mrs. William R. Clift lived at Keens, PA (below Hubbard's farm). Special thanks to Henry J. Loftus, White Mills, PA, who made this photo available to us on October 23, 2014.

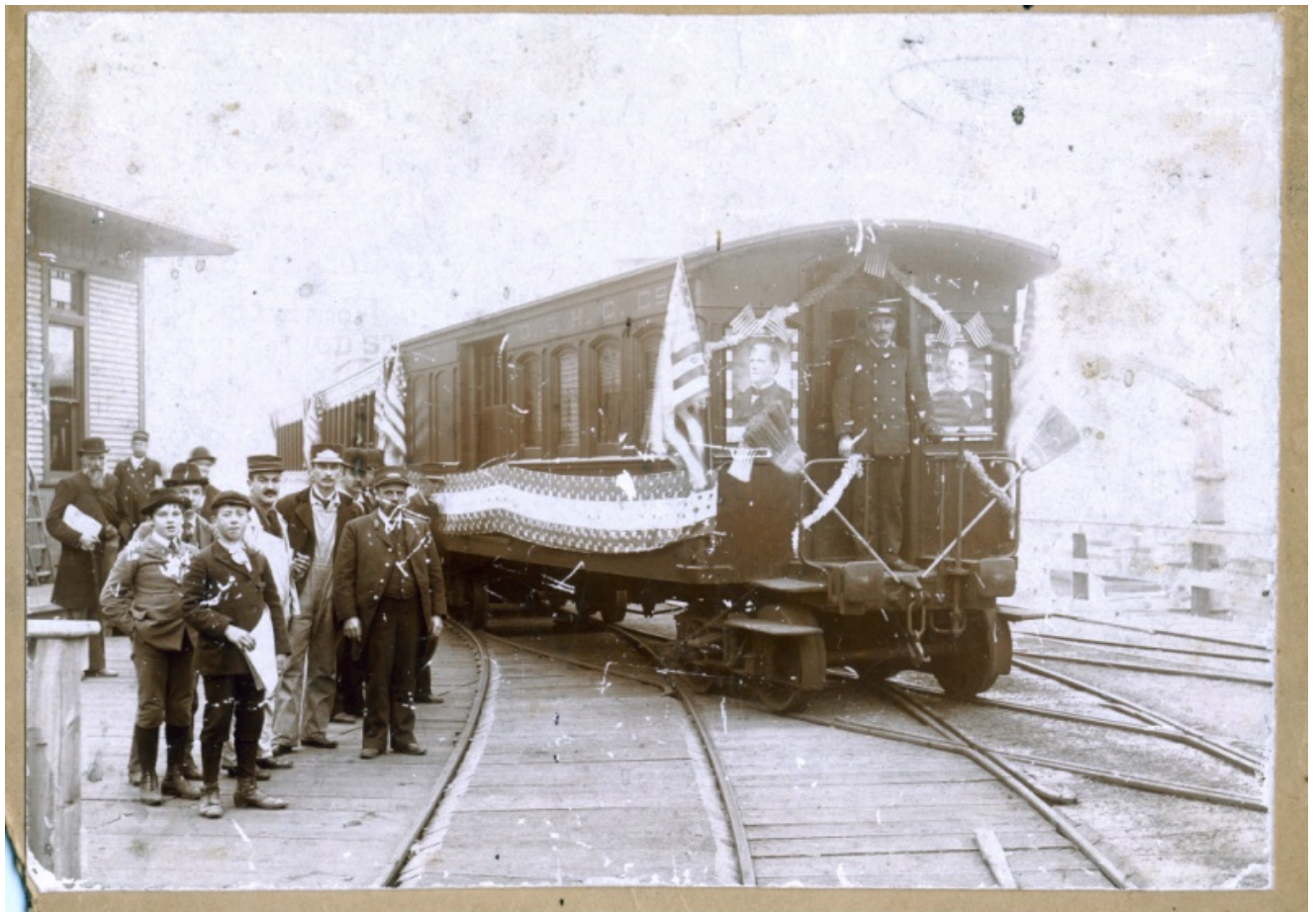


Mr. and Mrs. William R. Clift. Photograph from the Clift Collection. See caption on photo on preceding page.



The Clift residence at Keens, PA. Photograph from the Clift Collection. See caption on photo on preceding page.

Here is a photograph of Conductor Ed Hubbard's D&H Gravity passenger train from Carbondale at the station in Honesdale on Wednesday morning, November 4, 1896. Note the link and pin coupler on the car. We know those specifics about this photograph because of the following notice that was published in the *Honesdale Citizen* of November 5, 1896: "Conductor Hubbard's Gravity train came in [to Honesdale] profusely decorated with brooms, flags, bunting etc., on Wednesday morning in honor of the great Republican victory [on the preceding day, November 3, 1896]. In front of the baggage car appeared large pictures of McKinley and Hobart." Standing in the doorway between William McKinley (president elect, on the left) and Garret Hobart (vice president elect, on the right) is Conductor Ed Hubbard himself.



D&H Gravity Passenger Train, with William McKinley Embellishments, at the D&H Passenger Depot in Honesdale, PA, November 4, 1896. Photo from Clift collection, Keens, PA, via Henry J. Loftus, White Mills, PA, 10-23-2014.

Group Travel on the D&H

The number of passengers, traveling primarily as individuals (or families), on (1) the D&H Gravity Railroad in the Lackawanna Valley, (2) the D&H Valley Road (the steam locomotive line to Scranton), and (3) the D&H Gravity Railroad to Honesdale from Carbondale increased throughout the nineteenth century (in 1860 there were two passenger trains daily to Providence from Carbondale; in 1899 there were 14 regularly scheduled daily passenger trains to Scranton from Carbondale), and the revenue derived by the D&H from that passenger service was an important income source for the D&H from the beginning of passenger travel on the D&H (1859) to the end of the nineteenth century—and well into the twentieth century.

An equally important source of revenue for the D&H was that derived from passengers traveling in groups as members of social, civic, community, fraternal, and professional organizations. Sometimes these groups traveled on regularly scheduled D&H passenger trains. Sometimes they traveled on passenger cars that were made available to those groups by the D&H.

Earlier in this volume, we looked at passenger travel by groups to destinations such as Shepherd's Crook / Panther Bluff, which was a very popular destination to be reached via the D&H Gravity Railroad. The most popular destination for group travel on the D&H was, without doubt, Farview Park, and we will focus exclusively on that destination in Volume IX in this series. For the present, and as a kind of introduction to that volume on Farview Park, we will look at many other destinations that were reached by individuals traveling in groups, sometimes on regularly scheduled D&H passenger trains, sometimes in passenger vehicles that were made available to those groups by the D&H.

Honesdale

On September 22, 1875, the members of the Olive Leaf Lodge, No. 156, I. O. O. F., of Carbondale, with their wives and a number of friends, enjoyed a very pleasant excursion to Honesdale, over the Gravity Road to Honesdale. They were accompanied by the Jermyn Cornet Band and members of the Rushbrook Lodge, No. 850, of Jermyn. The excursion party numbered about 100. Given the fact that regular passenger service was not inaugurated on the Gravity Railroad until 1877, the 100 members of this group traveled to Honesdale on special cars that were provided to them by the D&H. Here is the account of this excursion, a very genteel event, to be sure, from Carbondale to Honesdale in September 1875:

“I. O. O. F. Excursion. / The members of the Olive Leaf Lodge, No. 156, I. O. O. F., of this city, with their wives and a number of friends, enjoyed a very pleasant excursion to Honesdale, over the Gravity Road of the D. & H. C. Co., on Wednesday last. They were accompanied by the Jermyn Cornet Band and members of the Rushbrook Lodge, No. 850, of Jermyn. The party, which numbered about 100, arrived in Honesdale, at about half past 9 o’clock, and proceeded to the Hall of Howard Lodge, No. 79, where they met with a hearty welcome. / At noon, an excellent dinner was served up by the ladies of Honesdale, which was ‘interviewed’ with a keen relish. At half-past one, the visiting brethren, escorted by Howard Lodge, paraded through the principal streets, with music, flags, etc. On returning to the Hall, addresses were made by Bro. Ed. Hall, of this city, and others. / At half past 3, the party took the cars for Carbondale, arriving here after a ride of about an hour and a quarter, feeling highly pleased with their visit to Honesdale and the manner in which they had been entertained by the brethren of that place.” (*Carbondale Advance*, September 25, 1875, p. 3)

On June 23, 1881, an excursion to Honesdale from Carbondale for the benefit of the Carbondale Cornet Band took place. The number of people in this excursion group, which was traveling at a reduced fare, is not known. Did they take the 8.A.M. train from Carbondale to Honesdale, and the 3 P.M. train from Honesdale to Carbondale? Did the D&H provide a special car or cars?

"The excursion to Honesdale for the benefit of the Cornet Band, comes off on the 23d inst. As that happens to be one of the days when work will be stopped, an excellent opportunity will be afforded to take a day of recreation without loss of time. It ought to be one of the most successful excursions of the season, for independent of the many attractions offered and the low fare, the Band deserves a rousing benefit at the hands of the public." (*Carbondale Leader*, June 10, 1881, p. 4.)

On July 25, 1882, the Excursion and Basket Pic-Nic of the Father Mathew Society of Archbald to Honesdale took place. Reduced round-trip fare from Carbondale of 75 cents. Did they travel on the regular passenger cars or on special cars?

“Excursion to Honesdale. / The Excursion and Basket Pic-Nic of the Father Mathew Society of Archbald, to Honesdale, will take place on Tuesday next. The fare for the round trip from this city is 75 cents. The society will be met at Honesdale by the resident Catholic Temperance Societies, and quite a demonstration will be made. Refreshments will be served on the grounds, the proceeds to be for the benefit of the Land League.” (*Carbondale Advance*, July 22, 1882, p. 3)

Thirteen car loads of excursionists from Windsor, NY visited Honesdale on August 5, 1882. Here is the account of that visit that was published in the *Wayne County Herald* of August 10, 1882:

"On Saturday. . . 13 car loads of excursionists from Windsor, NY. and vicinity paid Honesdale a visit. They were accompanied by the Windsor band, 116 pieces, Whiting Smith, Leader; the Oquaga Band, 16 pieces, S. P. Quick, leader; and the Nineveh Band, 16 pieces, John Conear, leader. The party entered town like 'an army with banners' first to the park where the bands gave us an open-air concert, and a considerable number of excursionists seated themselves in the shade of maples and elms and around the monument and fountain, and refreshed themselves with the contents of their baskets. About 200 dined at Allen House, and a godly number at Kiple's, Voigt's, Coyne's and the Wayne County House. After dinner some time was spent in sight-seeing, after which the dance loving portion of the party assembled in Liberty Hall and 'tripped the light fantastic toe' until 5 o'clock when the train started on its return trip to Windsor. So far as we could learn, the excursionists were unanimous in their good opinion of the delights of the Gravity road, the beauty of Honesdale, and the hospitality of our citizens." (*Wayne County Herald*, August 10, 1882)

The Fourth of July celebration in Honesdale in 1883 was attended by nearly 3,000 people from the Lackawanna and Wyoming Valleys and adjacent regions. Sixty one Gravity passenger cars were required to transport those people to Honesdale. In addition, two Erie passenger trains from Hawley, filled to capacity, transported holiday travelers to Honesdale for the July 4th celebration. Here is the account of the arrival of those many thousands of persons in Honesdale on July 4, 1883 that was published in the *Wayne County Herald* of July 5, 1883:

"Early in the morning the people began to flock from the country in vehicles. Conductor Hardenburg of the Erie branch arrived from Hawley a little before 10 o'clock with the first excursion train that reached that place. Three coaches and the same number of cabooses were packed to their utmost capacity. Not being able to take on any more passengers the train did not stop at White Mills for the crowd that gathered there to get aboard. After delivering its load of human freight at Honesdale, it returned down the branch and gathered up all those it had been compelled to leave behind. At 10:20 an excursion train under charge of conductors Rosser,

Penwarden and Hubbard rolled into town on the Gravity with its multitude of veterans and people from the Wyoming and Lackawanna valleys and adjacent regions. The train was composed of 52 cars. This was soon followed by another special train with nine cars, making a total of 61. These trains brought into town nearly 3000 people." (*Wayne County Herald*, July 5, 1883)

One of the speakers at the July 4th celebration in 1883 in Honesdale was the Rev. W. H. Shermer of Philadelphia, whose description of his rail journey from Scranton to Honesdale was reprinted in the *Honesdale Citizen* of July 19, 1883 as follows:

"OUR SWITZERLAND. . . At Scranton we take the D & H Canal Co's railroad [the Valley Road] for Carbondale, in which place we disembark and proceed to the depot of the Gravity road for the charming, exciting, novel ride over the Moosic Mountains in Wayne County. Although this road has been in operation for the transportation of coal for more than 50 years, it has been not quite six years since passengers are carried over its road bed. Very few of our citizens, especially the nontraveling public, are aware of the beauty and grandeur of this novel roadway. It consists of a series of planes and grades, the ascent of the grades being by a cable with the motive power supplied by the stationary engines, and the descent of the grades by simple gravity. The grade of the road, other than the planes, is 42 feet to the mile. At a given signal a cable was attached and away we went climbing up plane no. 1. It was plain to be seen that we were rapidly rising in the world, up, up, up, at a rapid speed, until we stood under the shed of the engine barracks. Then with a whirl we slid down another grade in a moment that seemed to threaten serious consequences, but in a few minutes we were at the foot, of plane No. 2, prepared to repeat the experience. We were especially delighted with a view of the road at what is called 'Shepherd's Crook,' or, in common parlance 'The Shepherd's Crook.' / Far down the steep, precipitous sides of the mountain can be seen the lofty hemlock and poplar and pine, a tangled forest where solitude reigns. As we speed along over the mountain road, drinking in the bracing breeze and snuffing the very clouds, knowing as we do that we're nearly 1800 feet above the level of the Delaware, we come in sight of the lovely Lackawaxen and the pretty town of Honesdale, the county seat of Wayne County... The town was laid out in the year 1827, and has owed its prosperity to the gigantic business of the D & H Canal Co. Its extensive stores of coal are piled up here, and its immense traffic in the canal, have made this a lively business center. And the 7000 inhabitants that comprise the population of the locality are a wide-awake, lively, energetic community. Originally the land was owned by Philadelphia families, the Morrisises, Drinkers, Shadles, Cadwolders, and others being the principal possessors of the soil." (*Honesdale Citizen*, July 19, 1883)

On Saturday, September 15, 1883, the Waymart Methodist Episcopal and the Presbyterian Sunday schools united in an excursion to Honesdale. It seems probable that they traveled on the regularly scheduled Gravity passenger car(s) that left Carbondale at 8:41 A.M. and that they returned to Waymart on the 3 P.M. train that same day.

“The Waymart M. E. and Presbyterian Sunday schools united in an excursion to Honesdale last Saturday.” (*Carbondale Leader*, September 21, 1883, p. 3)

Fourteen rail cars, filled with Odd Fellows from Jermyn, picnicked in Hurley's Grove in Honesdale in July 1884:

"Fourteen cars were required to bring the excursion of the Rushbrook Encampment of Odd Fellows, of Jermyn, over the Gravity last Friday. The party numbered nearly 400 and were accompanied by a band. The picnic was held in Hurley's Grove, and no beer was sold on the ground. The all seemed to enjoy the trip." (*Honesdale Citizen*, July 24, 1884)

Mountain Park

--in the Wyoming Valley

Mountain Park was located in the Wyoming Valley, but we have not yet learned its exact location. In August of 1883, 4,865 persons were in the Dickson Manufacturing Company's excursion there. People from Carbondale and Scranton were surely there. Those from Carbondale surely traveled to Scranton via the D&H Valley Road. On regularly scheduled passenger cars? On passenger cars made available to them for the occasion?

“The Dickson Manufacturing Co.s’ excursion to Mountain Park on Tuesday was well patronized, 4,865 persons being in attendance. The proceeds are to be given to the Home for the Friendless of Scranton.” (*Carbondale Advance*, August 25, 1883, p. 3)

On July 21, 1886, the Berean Baptist Sunday School and church—possibly several hundred persons in total—traveled to Mountain Park for their annual excursion and basket picnic. There were six regularly scheduled passenger trains to Scranton from Carbondale that day. It seems likely that they were able to travel to Scranton—and perhaps all the way to Mountain Park—on regularly scheduled passenger cars.

"The Berean Baptist Sunday School and church will go to Mountain Park on Wednesday, July 21, for their annual excursion and basket picnic. All are cordially invited to go with them." (*The Journal*, July 8, 1886, p. 3)

Excursion and Basket Picnic at Mountain Park on August 19, 1884. Persons interested in being a part of this excursion are to take the 8:20 A.M. train from Carbondale, which was one of the regularly scheduled Scranton trains that day. Change of cars will not be necessary, either on the voyage out or return, which indicates that the passenger cars in question were "specials" for this excursion.

"Take a View of the Historic Wyoming Valley. / The Excursion and Basket Picnic on Tuesday the 19th [of August 1884] to Mountain Park, can be enjoyed by many of our people. / Sandwiches, Cakes, Ice Cream, &c., will be served on the grounds to those desiring them. / There will be no change of cars, and the return train will reach here in time for all who have engagements in the evening to attend them. / Trains leave here [Carbondale] at 8:20 a.m." (*Carbondale Advance*, August 16, 1884, p. 3)

Ocean Beaches

A remarkable excursion package that made it possible for parties living in Carbondale to travel to the Atlantic Ocean beaches of New York City was put together by the D&H and the Erie Railway Company in July 1879. Remarkably low round-trip fares and easy rail connections made this a very appealing travel package. Here are the details:

" On Tuesday, July 29th, the Erie Railway Company will sell tickets from Honesdale, *via*. New York, to Rockaway, Manhattan Beach, and Brighton Beach, at the remarkably low rate of \$4.75 for the round trip. The rate to Long Branch will be \$5.90, to Ocean Grove, \$6.25. The tickets are to be sold for the train leaving Honesdale at 7:05 a.m., but for the accommodation of parties living in Carbondale and the Gravity road who may desire to take advantage of the opportunity to see New York and its attractive surroundings tickets will be sold to them for the evening train, leaving Honesdale at 5:15, and with which the afternoon Gravity train connects. This will be an excellent chance for Carbondalers to enjoy the pleasure of an ocean excursion. Tickets are good until, and including, Saturday, August 2d. The 9 a.m. train from N. Y. connects with the afternoon Gravity train for Carbondale." (*Carbondale Advance*, July 26, 1879, p. 3)

Prompton

For this excursion by the Carbondale Methodist Methodist Episcopal Sunday School from Carbondale to Prompton (on the route of the D&H Gravity to Honesdale), one or more cars were chartered by the group for the occasion. The train departed from Carbondale at 8:10 A.M., which was ten minutes after the regularly scheduled passenger train from Carbondale to Honesdale. The round trip fare was 50 cents, which is half-fare. On the voyage out, the excursion car(s) went all the way to Honesdale and then came back to Prompton. They went all the way to Prompton, perhaps, in order to pick up in Honesdale other Methodists who were interested in being a part of the annual pic-nic.

"Pic-Nic. / The annual pic-nic of the M. E. Sunday school will take place on Wednesday, Aug. 2. The train will leave Carbondale at 8:10 a.m., run to Honesdale and back to Prompton. Returning, will leave Prompton at 4 p.m. In case of a stormy day the pic-nic will be held the next fair day. Fare for the round trip, 50 cents. Tickets may be purchased at Davis & Herbert's." (*Carbondale Advance*, July 29, 1882, p. 3)

Waymart / Dimock's Grove

The dancing pavilion at Dimock's Grove in Waymart was a very popular attraction for excursionists. In the *Honesdale Citizen* of July 19, 1877, we read:

"The new dancing floor in Waymart on the line of the gravity railroad is already being engaged by picnic parties." (*Honesdale Citizen*, July 19, 1877)

Basket Picnic at Dimock's Grove in Waymart on July 19, 1877. Given the fact that "transportation has been secured by way of the Gravity Railroad" and that tickets are 50 cents (half fare), these excursionists from Carbondale must have traveled in special cars made available to them by the D&H.

"Arrangements have been made for a Basket Picnic at Dimock's grove, Waymart, on Thursday next, July 19th, for the benefit of Trinity Church. Transportation has been secured by way of Gravity Railroad. The Mozart Band has been engaged to enliven the day with music. All are invited. Price of tickets, 50 cents; may be had at Marcy's or of the Sunday School scholars." (*Carbondale Advance*, July 14, 1877, p. 3)

On Wednesday, July 11, 1874, about one hundred "pic-nickers" from Carbondale boarded chartered (i.e., not the regularly scheduled passenger cars) Gravity open-air passenger cars (see article on pages 246-247 titled "A Trip to Honesdale") at the Main Street depot and, ten minutes after the departure of the regularly scheduled passenger train for Honesdale at 8:10 A.M., began their journey on the Gravity Railroad from Carbondale to Waymart. At Waymart they met, as pre-arranged, about one hundred like-minded pic-nickers who journeyed there from Honesdale to meet their friends from Carbondale. Together, they made their way to Dimock' Grove, which was located "scarcely distant a quarter of a mile from Rogers' Hotel." The day was pleasantly passed in dancing and pic-nicking. At about 5 P.M., both groups boarded Gravity cars for home, some to Honesdale, some to Carbondale. Here is the very poetic account of this outing to Dimock's Grove that was published in the *Carbondale Advance*:

"Pic-nic at Waymart. / 'Out of Pandora's box flew all the ills of earth,' they say, and among the many evils which prey on human happiness, came Disappointment, with her manifold griefs and her mocking laugh—she who sends men mad with pain and even withers lives as the bleak winds of approaching winter destroys the blooming flowers. And so, on Wednesday morning when aroused from the embrace of 'Nature's Sweet Restorer,' and observing the dubious state of the weather, we thought we had fallen a victim of this despoiler, and as a natural result, upset all our placid anticipations of enjoying the genial companionship of our Honesdale friends, whose participation in the pic-nic is now among the happy events of the past, we looked for with

considerable interest. / But, while at 7 o'clock the weather gave every promise of making the picnic a rickety kind of affair, towards 8 o'clock gentle rays of sunshine streamed through the fast dispersing clouds, and under this reviving influence, we, like about eighty other persons, found our way to the gravity depot, and at 8:20 the cars hurried us up the plane *en route* for Dimock's Grove. Arriving at Waymart almost simultaneously with the Honesdale party it required but a brief time to exchange civilities, make introductions all around, and the 'pic-nickers' took up the line of march for the grounds, scarcely distant a quarter of a mile from Rogers' Hotel—by the way, the proprietor of which—Mr. C. H. Rogers—is an accommodating gentleman, whose proficiency as a landlord is made plain by the inviting appearance of every apartment of the house; the bar-room not excepted, and doubt not but that some of the 'the boys' found delightful shelter therein. / It is probably needless to say that immediately on reaching the grove, active preparations were set on foot to install the chief pleasure of the day; and almost everyone flocked to the commodious pavilion to admire and join the merry dances. And in about that manner the hours of the forenoon were happily whiled away. / At about 12 o'clock parties of from eight to fifteen persons could be seen with baskets on their arms, straying to some shady spot, and before a great while everyone was engaged in feasting on the bountiful supply of luxuries at hand. / We could not fail to notice that some of the young ladies—not altogether excluding the young men—enjoyed the dance in such a high degree that they almost preferred dancing to eating, and were prepared to swing in the circle in short order. Well, this was all correct, and we delighted to feast our eyes on the graceful forms that flitted to and fro over the floor; and if it were not for the truth of the saying— / 'Where ignorance is bliss, / 'Tis folly to be wise'— / we might mention the name of the modest, yet graceful young lady with the C— well, never mind;—who was the 'Belle of the Ball.' We should like also to say a word or two about the hat of such wonderful dimensions, artistically adorned with yellow lace, that spread its generous rim far and wide, and which rose and fell with every breath of wind like a bark adrift at sea, but we know not 'whence it came or whither it goeth.' / Dancing was the principal feature of the afternoon, and at about 5 o'clock in response to the shout 'all aboard for Carbondale,' our party took leave of our Honesdale friends, who were a social, merry crowd, evidently aware that / ' 'Tis use alone that sanctifies expense, / And splendor borrows all her rays from sense.' / And thus ended a pleasant day, heartily enjoyed by over two hundred persons." (Carbondale Advance, Saturday, July 14, 1877, p. 3)

Remarkably, a person who was not a member of the group of pic-nickers from Carbondale described immediately above, but who had "some business to transact in the beautiful borough of Honesdale," rode with the excursion group from Carbondale to Waymart. After the Carbondale group had descended from the cars at Waymart, the Honesdale-bound passenger stayed on the cars for the trip to Honesdale. This Honesdale passenger spent the day there and at about 2:45 P.M. "Mr. Jadwin accompanied us to the foot of the steep plane where we were to embark for the 'other side of' Moosic." " The Honesdale passenger must have been a well connected, and/or highly regarded person for he was introduced, presumably by Mr. Jadwin (the Jadwins were a prominent and highly regarded family in Carbondale, to be sure), to two well known and highly

respected D&H men, (1) William Muir, the D&H superintendent of engines from Honesdale to Waymart, and (2) LeGrand Wright, the engineer at Plane No. 4. The un-identified Honesdale passenger then rode the Gravity back to Carbondale, noting that "Our journey home was pleasant, and we arrived on time, 4:10 P.M." Remarkably, as well, this same Honesdale passenger then wrote for publication a glowing report of his ride over the Gravity Railroad. Who was this man? A prominent Carbondale resident? A Carbondale newspaper journalist or editor? A D&H official? Whoever he was, here is the glowing account of his ride over the Gravity Railroad to Honesdale on July 11, 1874 that was published in the July 14th issue of the *Carbondale Advance*:

"A trip to Honesdale / On Wednesday morning, having some business to transact in the beautiful borough of Honesdale, we started from the foot of No. 1 at eight o'clock [they left at 8:20 A.M.; see above article] with the jolly crowd of picnickers for Waymart. The day was pleasant and the ride over the mountain consequently very enjoyable in an open car for, though not rainy, clouds obscured the burning face of the summer sun. At the summit we stand 2000 feet above the level of the sea—one of the highest points traversed by a railroad in this country—and gain a fine view of the surrounding farming country for many miles around, a peep of the pretty little village of Waymart nestled down in a ravine, and can distinctly see steam issuing from the stationary engines on the Pennsylvania Coal Co.'s railroad several miles off. We now commence descending the mountain eastward and are soon at Waymart, where a large company of Honesdalers join our picnic party, which with the accessions from this little hamlet, must have swelled the number of merry-makers to two hundred,—about one hundred being in our party. After a few minutes delay, and interchange of greetings, the party marched to the grove, where the day was pleasantly passed; and we sped on 'on the ten mile level' toward the borough between two huge and steep hills. Pretty soon we pass Keen's pond, where some of our fishermen in days gone by have caught many a cat-fish and pickerel, and ere long we near the pretty, quiet little town of Prompton, lying partly on the banks of the Lackawaxen and partly among the surrounding hills. In a short time we come upon Seelyville, in former years quite a business suburb of Honesdale, but now *quiet-ly* so. Here are located Birdsall's woolen factory, and a stick factory and planing mill. We hope this little place will again resound with the hum of machinery when the good times come again. / In a few minutes after passing Seelyville, we reach Honesdale. . . At about 2:45 P.M., Mr. Jadwin accompanied us to the foot of the steep plane where we were to embark for the 'other side of' Moosic. This plane rises one foot in five, and is much like Mt. Pisgah plane at Mauch Chunk, but not so long. Here we were introduced to Wm Muir, sup't of engines from Honesdale to Waymart, and LeGrand Wright engineer at No. 4*, this side of Prompton [from the Carbondale perspective, "this side of Prompton" means "west of

Prompton," which is the correct location of Plane No. 4, aka. Plane No. 16], a former Carbondale boy. . . / Our journey home was pleasant, and we arrived on time, 4:10 P.M." (*Carbondale Advance*, July 14, 1877, p. 3)

*The light track planes between Honesdale and Waymart were identified as Planes 13-17 by the D&H. Many people in Honesdale, however, referred to them as Planes 1-5. This reference here to LeGrand Wright, "a former Carbondale boy," as engineer at No. 4 is correct. The fourth plane out of Honesdale was No. 16. In the *Carbondale Leader* of August 3, 1883, p. 2 we read: "Legrand Wright, formerly engineer at No. 16, but now engineer at the Dickson works at Scranton spent Sunday last with R. E. Weed at No. 9." (*Carbondale Leader*, August 3, 1883, p.2)

On July 25, 1877, the Sunday School scholars and their teachers at the Carbondale Presbyterian church, accompanied by the Mozart Brass Band as well as by "vocal musicians of the first water" filled eleven Gravity Railroad passenger cars that traveled over the Moosic Mountain for a picnic at Waymart. The following account of this genteel outing was written by A. F. Bridenbecker for the *Carbondale Advance*:

"THE PRESBYTERIAN PICNIC. /Our gentlemanly reporter, Mr. A. F. Bridenbecker, last week furnished us the following report of the Presbyterian church picnic, but, as it was handed in at quite a late hour, we were compelled to keep it until this week for want of space: 'The merry ringing of the Presbyterian church bell on Wednesday morning was the signal for a grand turnout of the Sunday-school scholars and teachers for a ride over the picturesque mountain and a picnic at Waymart. Eleven cars filled with happy hearts, accompanied by the Mozart Brass Band as well as by vocal musicians of the first water, soon started up the mountain. On the grounds all united in having a good time, and they succeeded. Their tables were loaded down with all sorts of nice things which were relished by everybody. The old adage, if you wish to be happy, then try to make others happy, was carried out to a dot. I know you would have enjoyed yourself, too, Mr. Editor, if you had been there. / The thought of making a distinction as regards their social standing entered no one's head. On the contrary they intermingled and sought to excel in making each other happy, which is one of the sweetest traits of a Christian lady or gentleman's character. Several very amiable elderly ladies were also there, who graced the picnic with their presence, and who seemed to be only too happy to see the younger ones enjoying themselves so well. One or two of the sweetest babies heaven ever smiled upon also attracted marked attention. Croquet playing and all sorts of amusements passed away the time sweetly, Oh, so sweetly! The singing of the pretty vocalists, and the playing of the band at intervals, seemed to throw the dear little ones into ecstasies of joy, and sweet contentment rested like dove on their innocent hearts, making laughter bubble from their lips like a ripple of music. Four o'clock P. M. at last arrived, when the happy throng got aboard the cars for the homeward trip which proved to be quite as pleasant as the trip over in the morning had been; and all went home so happy that princes might well envy them." (*Carbondale Leader*, August 4, 1877, p. 3).

On August 8, 1877, the Carbondale Methodist Episcopal Church Sunday School picnic took place at Dimock's Grove in Waymart. Over 400 persons from the church, accompanied by the Mozart Brass Band journeyed there by the Gravity Railroad from Carbondale. The picnic was a huge success in every respect. Regrettably, the entire group got thoroughly drenched in a downpour that began as they were just heading for home. "However disagreeable the homeward trip may have been to some . . . all displeasure was lost in sweet remembrances of the day's enjoyment. At the depot the crowd dispersed for their domiciles—tired but happy still." Here is the account of the picnic that was published in the *Carbondale Advance*:

1877: "**The M. E. Sunday School Picnic**, / Which always attracts such a vast crowd of both aged and youthful merry-makers, and never fails to bring in its train delightful reminiscences, was held in Dimock's Grove, Waymart, on Wednesday last. Over 400 persons, accompanied by the Mozart Brass Band were conveyed over the Gravity railroad. This number embraces about 75 or 80 invited guests who contributed materially to the mirth of this gala day. Nothing can be more delightful upon these sultry summer days than to seek the shade of the grand old forests with a party of jovial and social friends, to say nothing of the gleeful little ones. / Dimock's Grove, while it affords not much refreshing shade in itself, has outlets to the sweet solitude of the primeval forest, and many a young gallant upon whose features played 'a smile that was childlike and bland,' engaged his dearest dulcinea in a delightful colloquy and perambulated up some gentle slope or down into the forest's depth where the shadowy trees afford so enchanting a screen from the sun's burning rays. And thus, in silent seclusion, while sweet strains of music fell gently on the ears, the hours glided swiftly by. / The music emanating from the pavilion, occupied by the band augmented the hilarity of the juveniles who indulged in swinging and youthful sports unceasingly. Refreshments were liberally served and very freely partaken of. / Amid cheers and songs the pleasure seekers left Waymart, little heeding the somber hues that began to overshadow the bright blue sky, but on arriving at the head of No. 20, the rain already began to descend, and everybody left the open cars and sought refuge in the engine house and head house. Those in the engine house we have no doubt were comfortably situated, besides being handsomely entertained by an address from the Rev. C. Wilson Smith; but we know from a sad experience that those occupying the head house were not any *too* well protected from the drenching blasts that swept through it; although by nestling permiscously [sic] into every corner, behind every box and board they managed to 'weather it through.' The occupants of the passenger cars have little to boast of, for, had not a worthy gentleman stuffed his hat into the stove-pipe hole, some of them would not have escaped unscathed. / After a delay of almost an hour, the rain ceased, the cars were rapidly filled, and away they sped only to be greeted with a second shower. All portable screens from the rain were now brought into active service, and we noted where one umbrella afforded generous shelter for six happy picnickers, so compact was the group. It was charming, of course, and they seemed oblivious to all outside transactions. Others less fortunate stuck it out like veterans calmly submitting to the blessings from the clouds. In fact, the more it rained the more the party laughed, and we were almost persuaded to think that the rain was the funniest part of the picnic. / Upon arriving at Hendricks Avenue the rain 'let up'

long enough for some of the party to land; the majority, however, rode around to the foot of No 1, and while taking this ride it was observed that every young lady on board had a beau—full of promise and that rivaled the gorgeous beams of the sun in beauty and attraction—but alas, it was a *rainbow*! However disagreeable the homeward trip may have been to some; however disastrous to the young ladies' 'frizzes' and 'crimps' and the young men's starched bosoms and 'towering chokers,' all displeasure was lost in sweet remembrances of the day's enjoyment. At the depot the crowd dispersed for their domiciles—tired but happy still." (*Carbondale Advance*, August 11, 1877, p. 3)

On September 5, 1877, the Chorus Clubs of Carbondale and Honesdale together had a picnic at Dimock's Grove in Waymart. This very up-scale event, filled with singing and dancing and dining was a huge success. Here is the account of the picnic that was published in the *Carbondale Advance* of September 8, 1877:

"Picnic of the Chorus Club. / ED. Advance: -- 'Haman, Haman, long live Haman.' The morning of the 5th of September dawned auspiciously for the Chorus Club picnic which was of course, to be held at Waymart. / At nine o'clock a happy company had assembled at the Co.'s Office and after the preliminary greetings and disposal of themselves and baskets, in the cars, they went speeding up the plane enlivened by the grand music of the cantata of 'Esther.' / Presuming that from the number and variety of Pic Nics given at Waymart this season that a description of the route and delightful, smokeless, dustless ride, would be only a repetition of what has been seen and enjoyed by the majority of our readers, I forbear description. / Arriving at Waymart we found the Honesdale Club who had preceded us an hour, and together we wended our way to Dimock's Grove, and a pleasant and general interchange of thought ensued. The people from both sides the Moosic were in that genial frame of mind that rendered the meeting particularly cordial. The instrumental music furnished by the Carbondale friends (and by the way a surprise to the Honesdale guests) formed an interesting item in the day's enjoyment, especially to those who 'tripped the light fantastic toe.' In addition to the dancing the true *Musicales* united in singing selections from 'Esther' and also the forthcoming cantata, 'Belshazzar,' which were rendered in a highly creditable and enjoyable manner. The solos as sung by Mrs. Ham, Messrs. Burrell, Marcy, Richmond, Evans, etc., deserve especial mention for fine rendition. / Then came the dinner, which was eaten in the Pavilion, and in quantity and quality was a success. The table committee discharged their duties admirably—meriting and receiving the thanks of the served. After lunch more dancing, intersperced [sic] with singing—a lively hum of conversation, or tours of exploration in search of ferns and flowers. Thus the day wore away and at 5:00 P. M. the Honesdale guests bade us a cordial adieu and left for home. An hour later and our movables were collected and sent off to the cars, whither we soon followed, and in a short time were en route for home. Of our vocal music we will only say, it was various, from the 'Wail of the Jews' to 'Who'd be a Soldier,' and if it be true that 'music hath charms to soothe a savage breast to peace,' it might be well for Government to send our party to Indian territory. Mr. McMullen's vigilant

surveillance removed our fears of spiked switches and misplaced rails, and nothing marred the pleasure of the home trip. The stereotyped question went round, 'Haven't we had a delightful time?' and the response was 'Aye.' Another pleasant day to remember—another link in memory's golden chain. To the presiding officer of the Club, whose kindly efforts added much to the day's success, we'll say 'Haman, Haman, long live Haman!' / [We should be pleased to hear often from our fair contributor.—ED. Adv.]" (*Carbondale Advance*, September 8, 1877, p. 3)

On June 20, 1879, the several hundred members of the Sunday School of the Trinity Church of Carbondale went to Dimock's Grove in Waymart on eleven passenger cars on the Gravity Railroad for their annual picnic. The "Waymarters" greeted the excursionists "with smiling faces and hand-shaking; and their treatment of us all through was such as to make us resolve, when we came away, that, some time, we would go there again." The day, which was filled with dancing and singing and dining, was splendid, and nothing occurred to mar the festivities of the occasion. In the review of this event given below, "C.B." says the following of Dimock's Grove: "I will simply say that it is, undoubtedly, to be the place of resort for sometime to come of picnicians from this end of the Lackawanna Valley." Here is the complete review of the picnic from the *Carbondale Advance*:

1879: "**Over the Moosic.** / Mr. Editor:--You asked me to give an account of the picnic held at Waymart last Friday, which I promised to do; but, really there is not much of an account to give. The description might be nearly as laconic as that of the celebrated Roman general in giving the history of his campaign—which was, '*Veni, vidi, vici*,' (I came, I saw, I conquered). I might say of our picnic: We went, we enjoyed ourselves, we returned. But lest the readers of your paper be not fully satisfied with this, I will try to give a more particular and extended account. / Well, then, let it be known that on Friday morning, the 20th inst., several hundred persons, ('be the same more or less') composed of the members of Trinity Church Sunday School, members of the congregation, and, perhaps some of no congregation—or, as many as chose to buy tickets and become members of the party—met at the depot near the company's office, and soon filled—or nearly filled—some eleven cars with happy looking, smiling faces. The affirmative side of the question which has been so often argued by village debating societies, and never settled, viz: Do we derive more happiness from Anticipation than from Participation? would have found a strong argument in the appearance of the crowd thus assembled. I need not describe our trip over the mountain. To the readers of the *Advance* it would be imparting no information. Waymart was reached inside of an hour; and by the appearance of the Waymarters, as they greeted us, I should judge that they thought we had come with no hostile intent. For they did not meet us with pistol and bayonet, but with smiling faces and hand-shaking; and their treatment of us all through was such as to make us resolve, when we came away, that, some time, we would go there again. But the music! I have really forgotten to mention the music. We had a band of music with us, and headed by the band playing, our party marched to the grove where our picnic was to be. I am not going to describe it. I will simply say that it is, undoubtedly, to be the place of resort for sometime to come of picnicians from this end of the Lackawanna Valley. / The questions are

asked 'did you enjoy yourselves?' 'Did you have a nice time?' In answer, I would say, that I should judge from appearances that our party, individually and collectively, enjoyed themselves hugely. The day was splendid, and nothing occurred to mar the festivities of the occasion. I think the negative side of our oft-mooted question would have shouted with delight at the sight of our company on the picnic ground, especially during lunch time. The happiness derived from participation there and then, I am sure, was genuine and immense. Although the supply of provisions at the commencement appeared to be ample and abundant, yet it was astonishing how fast it disappeared and became scarce. A very small basket, I am sure, would have sufficed to have held the fragments that remained when all were supplied. / 'But didn't we have dancing?' Yes, there was some dancing in the afternoon. I suppose the parties who participated couldn't help it. The temptation was too great.—Why, there was the most splendid and inviting covered floor fixed for dancing that you ever saw. And then the music! Who, accustomed to 'trip the light fantastic toe' *could* resist? They might, perhaps, have prayed in the morning, 'Lead us not into temptation,' but here were led right into temptation. Is it then any wonder that they danced? 'Let those who are without sin, cast the first stone.' / Four o'clock drew near, and our party, seemingly by one consent, made their way to the foot of the plane where we were to take our cars. Soon we were aboard, and by repeated trips up the planes, our cars all reached the summit. There, again united, we sped on our way towards Carbondale, doubled 'Shepherd's Crook,' and reached home about half-past five." C.B." (*Carbondale Advance*, June 28, 1879, p. 3).

In June 1879, annual picnic of the Sunday School of the First Presbyterian Church of Carbondale took place at Dimock's Grove, Waymart. The train to Waymart consisted of eleven passenger cars and a baggage car, which was filled with the picnic baskets. "Many persons assembled along the route to watch the happy party; the bridges were filled with unselfish spectators, for they heartily cheered and waved at the pleasure-seekers; at several of the engine-houses flags were displayed; the pic-nic party cheered and sang and waved" The excursionists traveled at a reduced fare, thanks to Superintendent Manville, and Mr. Dimock graciously allowed the group to use his grove at no charge. This very successful picnic is described in the following article that was published in the *Carbondale Advance* of June 28, 1879:

"The Pic-Nic. / The annual pic-nic of the Sabbath School of the First Presbyterian Church has long been regarded as one of the most enjoyable of our many summer entertainments. When it was announced that it had been decided to take an excursion over our deservedly popular gravity railroad to Waymart, the success of the pic-nic was assured. A very liberal arrangement as to fare having been made through Mr. Manville, the genial superintendent; of the road, the tickets were duly procured from its polite general ticket agent, over 400 sold at the store of Messrs. Pascoe & Scurry. About 8 1/2 A. M., the cars began to fill up with a merry party, all bent on enjoyment. A little before 9, the school children, headed by the Mozart band, arrived from the church, and soon filled all the vacant places in the eleven cars that were provided for the occasion. We have not the space to mention the names of all those who graced the occasion with their presence; there

were, however, scores of our prettiest young ladies and our most gallant young men; grave matrons and aged sires, and many who were not so grave or so aged; and boys and girls without number, decked in holiday attire, full of young life, and bright and happy at the prospect of day's sport in the woods. We noticed among the invited guests the Rev. Mr. Shelland, pastor of the M. E. Church; Mr. J. C. Ogden, Jr., of New York; Miss Fordham and Miss Parker, of Green Ridge; and a large party from the Crystal Lake House, consisting of Miss Phinney, Mr. Blair and family, Mr. Ferguson and family, Miss Shade, and Mr. Mott and daughter. Under the careful direction of the Messrs. McMullen, the cars were filled, and after the baggage car was properly supplied with the many baskets of good things, the very sight of which rejoiced the hearts of all, at 9 A.M. the ascent of the planes began. Many persons assembled along the route to watch the happy party; the bridges were filled with unselfish spectators, for they heartily cheered and waved at the pleasure-seekers; at several of the engine-houses flags were displayed; the pic-nic party cheered and sang and waved; there was nothing to remind one that not many miles distant there was murder bloodshed and riot. Arriving at Waymart, a short walk brought the party to Dimock's grove, where they separated in groups and enjoyed themselves as pic-nickers have from time immemorial. They were joined by Mr. Hart and his family—the gentleman who is now supplying the Presbyterian church at Waymart—and a few others from that place. The dancing pavilion was occupied by the band, from which they continued through the day to discourse sweet music, which seemed to be appreciated, especially by those who wandered some little distance into the woods. Ferns and mosses were gathered for and by the fair ones, and many were the delightful rambles that small companies had in their pursuit. At noon, dinner was served, and even the voracious appetites of the little ones did not suffice to exhaust the stores of sandwiches, buns and cakes. The children amused themselves by swinging, seesawing, playing various games, and drinking lemonade. The engaged couples were as interesting and devoted as they always are when they find themselves amid rural scenes. Many songs were sung by the children in the course of the day, and at 3 1/2 P. M. they were brought together and delighted by being permitted as much candy as they could from well-filled baskets. A vote of thanks was then unanimously passed, expressing their appreciation of the kindness of Mr. Dimock in generously allowing them the free use of his grove. At 4 P.M. the cars started on the return and soon the summit of the mountain was reached and we looked back at the extended landscape, over the hills and verdant fields and scattered groves and lakes of charming Wayne. We did not long regret our loss of this pleasing prospect vanished, for before us and on all sides was the wild and weird scenery of the mountains, and the cars with graceful curves winding around the sides constantly opened new and stranger beauties. The ride was most thoroughly enjoyed by all; and even those who had often passed over the route, seemed to have an enthusiasm equal to if not greater, than that displayed by those who were taking their first ride on a gravity railroad. A stoppage was made at the old depot [the Hendrick stop], but few got off the cars, the majority preferring to ride around to the foot of No. 1. At a little after 5 o'clock the cars reached the end of the route without an accident or delay of any kind, thanks to the constant watchfulness of Mr. Wm. McMullen, who accompanied the party. A very large number are indebted to M. James R. Lathrop, the efficient superintendent of the school, and his co-laborers, for a most enjoyable day." (*Carbondale Advance*, June 28, 1879, p. 3)

In early August 1879, an excursion party of over 400 persons from the Methodist Episcopal Church Sunday School of Honesdale rode the Gravity railroad to Waymart for a picnic outing. Here is the account of that outing that was published in the August 7, 1879 issue of the *Honesdale Citizen*:

"Messrs Editors: A trip over the Gravity road and a picnic at Waymart are fast becoming a necessity for old and young alike to enjoy in every way. The day could not have been better had one been sent to order. The gathering at the depot, though early for so many little ones, was in season, so the trips up the first plane commenced promptly on time. The train consisted of ten passenger cars and one baggage car. The baggage car was piled full of baskets filled to overflowing with substantial goodies to satisfy 'the keen demands of appetite.' The ten passenger cars will filled to their utmost capacity. 368 tickets were sold and children under 6 years were carried free. So the whole number on the train must have been over 400. The train was ably officered by Supt. Wilbur, Chief Engineer Muir, Conductor Ball and a sufficient corps of careful brakemen. Every thing was done that could be done on the part of the Company for the comfort, happiness and safety of the passengers. / There was a little incident that occurred before the past [? last] trip up the plane that showed full well the D & H have a 'heart' if it had 'no soul.' There was a gentleman who had been helped there, hoping to get the first ride out of town that he had for years. He sat in this great chair and could not go unless he and his chair could go together. There seemed no chance for him for awhile and a cloud of disappointment was fast settling on his face. The officers, however, showed themselves equal to the emergency: they ran a nice platform car into the foot and soon the invalid was seated on his chair in the middle of it, with careful hands attached to either side to guard against accident. The disappointment of a moment gave place to a look of delight and satisfaction. This may seem trivial to some, but it helps in making up our estimate of things as we see them. / The scenery along the route is richly variegated, from the wild and rugged, to the highly cultivated field, meadow an orchard, all burdened with fruits of care and industry. Every thing passed off delightfully up and back and on the grounds. Soon the work of spreading the tables commenced; the tempting viands were unpacked, the fragrant tea and coffee were steaming on the range. While the older ones were thus engaged, the lads and lassies, with the little ones, were enjoying the swings and teeters, making the woods ring with their merry laughter. / Before the usual hour for dinner had arrived the company gathered around the numerous tables with appetites made vigorous by the morning ride and the healthful mountain breeze. We felt well paid for the time and expense in the pleasure of looking upon the smiling faces of so many happy and joyous by so trifling an outing. / We have not attempted an adequate description of the pleasure and enjoyment on this occasion. We are satisfied that it pays well and should be enjoyed by every Sunday School teacher and scholar, by the children and parents of every family, by every person of care and toil who stays shut up in town the year round. Yes it pays a larger per cent of profits in the make up of human happiness than the same amount invested in any other way. We hope to see the other Sunday Schools of Honesdale to as pleasant a day of recreation as the M. E. Sunday School. VIDI." (*Honesdale Citizen*, August 7, 1879)

In the *Wayne County Herald* of August 7, 1879, and "excursion extraordinary" over the Gravity Railroad from Honesdale to Carbondale, with a stop at Waymart, was announced for August 13:

"Excursion extraordinary over the Gravity Railroad on Wednesday, August 13th, from Honesdale to Carbondale and return, stopping at Waymart. Tickets for the round trip only 50 cents, including all the picnic festivities, under the supervision of the Mission School. All are invited. This will in all probability be the last grand excursion of the season."

That excursion, as it turns out, was not the last excursion of the season. An excursion and clambake party from Carbondale spent the day at Waymart in early September:

"Waymart item: The excursion and clambake party from Carbondale last week was good natured and jolly if not the most select. The rowdy element was well represented and there was much absorption of whiskey and beer during the day. Good music the party brought with them and there was dancing and merry-making all day long." (*Wayne Independent*, September 18, 1879)

On July 22, 1880, the Sunday School of the Methodist Episcopal Church of Carbondale, about 400 people, held their annual summer picnic at Waymart, at Dimock's Grove. The picnic was well managed by the superintendent, J. M. Alexander, and his assistants.

"The pic-nic of the M. E. Sunday-school of this city, held at Waymart on Thursday, was attended by about 400, and but for the rainstorm in the afternoon would have been very enjoyable throughout. It was well managed by the superintendent, J. M. Alexander, and his assistants. (*Carbondale Advance*, July 24, 1880, p. 3)

On Thursday, July 28, 1881, a large Sunday School group from Uniondale, bound for Dimock's Grove in Waymart, went to Herrick Center to get the Erie train to Carbondale. As they waited at Herrick Center for the train to Carbondale they were entertained by the Mount Pleasant brass band. Upon their arrival at Carbondale, they transferred to four open-air excursion cars on the Gravity Railroad and traveled to Dimock's Grove in Waymart for a summer picnic. Following a dinner at noon, a formal religious program was conducted, which was followed by two hours of outdoor activities there at the foot of the Moosic mountain. Some members of the group started to climb the heights but only went part way. There were two ladies who were a little more energetic than the rest and they went to the first notch where they saw three of the seven lakes which can be seen from the top of the mountain, others strolled off into the open fields on the hill to get a view of the scenery through Prof. A. W. Larrabee's large telescope, a telescope noted for its far seeing capacity. At 4 o'clock, the group again boarded the open-air Gravity cars and descended to Carbondale, where they got a train on the Jefferson Branch of the Erie railroad for Herrick Center. The group, which arrived back in Uniondale at 6 P.M., was "wiser and more tired and happier by what we had seen and heard if not actually better."

In the write-up of the outing that LUTE wrote for the *Carbondale Advance*, LUTE speaks rhapsodically of the ride down the Moosic mountain (Level 20, through Shepherd's Crook and on into Carbondale) as follows:

". . . At four o'clock, we were again seated in the cars, en route for home, where we were dawn almost by magic over the planes, back to Carbondale, or left to the control of the brakeman as we wound down the sides of the mountain, and the scenery, I cannot describe it better than by comparing the effect of its beauty upon the imagination, like listening to the sweet soft strains of a song sung in an unknown tongue. Each line bringing thoughts new and strange, while the music holds the listener entranced, here the high hills, the low valleys, the deep ravine, ragged, rough rocks, and the green leaves blended their beauty with the mighty mystic unseen agent which held them all in order."

Here is LUTE's complete write-up of the outing, as published in the *Carbondale Advance* of August 6, 1881:

"Excursion. / The excursion picnic to Waymart, via the Gravity railroad, last Thursday, the 28th, was a decided success. / To insure a financial success, as well as to accommodate the passengers, the managers run the train to Herrick Center, which made the time—8 o'clock, when we left here. Many of the excursionists thought we were to leave here at an earlier hour, and accordingly the waiting room at the time was filled before the time. The monotony of waiting, however, was converted into pleasure by the prompt attendance of the Mount Pleasant brass band, whose music was very fine and exhilarating. There were four cars on the train and every seat was full of smiling faces and bright eyes. The day was cool and cloudy, which was far more pleasant in the open cars on the Gravity road, than as if the sun had shone hot and bright. We arrived in Waymart at about 11 o'clock and proceeded at once to Mr. Gimmick's grove [Surely this was intended to be "Dimock's" grove.]. There are not many men to-day, who would prove their friendship to be so genuine as he has. We found the ground nicely fitted up for pic-nics. A large summer house which would hold about five hundred persons was in the grove, with a row of tables and seats down one side and across one end, with a rostrum at the other. There were two nice swings on the ground one of them a circular of such dimensions that the usual dizziness of the head was not felt; also a large oven for baking clams, which to-day, however was monopolized by making tea and coffee, as we were supplied with water from a good well close by the building, and a refreshment stand where the necessary ice cream and lemonade could be had for their nominal prices. After dinner, the programme for the day was announced in order by Mr. Elijah Carpenter, namely: A national air by the band, followed by a prayer, by Elder A. W. Coone, music again, and a speech by Hon. C. H. Ellis, who has long been a friend, and counselor of the Sabbath school, as well as statesman and orator. / He pointed out many ways of temptation, and advised the younger ones particularly to shun Satan's wiles by a life of purity.

His remarks were brief, but each one could feel that they must have a share in that same plan of living. / Mr. Carpenter then mentioned the kindness of Mr. Dimmock, and a vote of thanks for him was assented to by the people with three loud hearty cheers. The Band then favored us with another selection of music and the thanks of the company was returned for their services which were gratuitous. We then had about two hours for any kind of amusement that we could find, which was not difficult for every face that we met seemed to be on good terms with merriment. The grove was at the foot of Moosic mountain, and a party started to climb the heights but only went part way. There were two ladies who were a little more energetic than the rest, went to the first notch where they saw three of the seven lakes which can be seen from the top, others strolled off into the open fields on the hill to get a view of the scenery through Prof. A. W. Larrabee's large telescope which is noted for its far seeing capacity (really an enviable gift) and the little folks were happy as they knew how to be. / At four o'clock, we were again seated in the cars, en route for home, where we were dawn almost by magic over the planes, back to Carbondale, or left to the control of the brakeman as we wound down the sides of the mountain, and the scenery, I cannot describe it better than by comparing the effect of its beauty upon the imagination, like listening to the sweet soft strains of a song sung in an unknown tongue. Each line bringing thoughts new and strange, while the music holds the listener entranced, here the high hills, the low valleys, the deep ravine, ragged, rough rocks, and the green leaves blended their beauty with the mighty mystic unseen agent which held them all in order. / We were obliged to wait about fifteen minutes in Carbondale for the train. I had heard one man telling what danger we had all been in, but I was assured by the word of an honest man that the wire ropes were safe, and I did not know enough to be afraid of anything else, so it did not affect my enjoyment in the least. We arrived at Uniondale at 6 o'clock, wiser and more tired and happier by what we had seen and heard if not actually better. LUTE. " (*Carbondale Advance*, August 6, 1881, p. 3)

In late September, 1881, the excursion of some of the German people of Scranton to Dimock's Grove in Waymart for the benefit of the Home for the Friendless filled twenty-eight Gravity passenger cars:

"The excursions of some of the German people of Scranton, to Dimock's Grove, in Waymart, for the benefit of the home for the Friendless, was a large one. Twenty-eight cars are reported to have been well filled." (*Carbondale Advance*, September 24, 1881, p. 3)

The Seelyville Sunday School held a picnic at Waymart on Friday, August 18:

"One more chance for a cheap family ride over the Gravity next Friday, Aug. 18, when the Seelyville Sunday School will picnic at Waymart. Everybody welcome to attend. The excursion train will start from Honesdale at nine in the morning. Tickets, as usual, 25 and 15 cents." (*Wayne County Herald*, August 10, 1882)

In August 1882, it was announced that a clam bake under the management of B. H. Gardner and James J. Davis of Carbondale would take place at Dimock's Grove in Waymart on Thursday, September 7, beginning at 9 A.M. At the clam bake there will be dancing and games, and in the evening a grand ball at Ames' Hall:

“Clam Bake at Waymart./ A great clambake is to be held at Dimock’s Grove, Waymart, on Thursday, Sept. 7th, commencing at 9 o’clock, a.m. It will be under the management of B. H. Gardner and James J. Davis of this city, which will give everybody confidence that everything will be done in the best manner. In addition to the dancing and games in the grove, there will be a grand ball at Ames’ Hall in the evening.” (*Carbondale Advance*, August 26, 1882, p. 3)

On May 12, 2011, John V. Buberniak (Rio Linda, CA) donated to the Carbondale Historical Society a remarkable document that he purchased on April 8, 2010: Asa H. Dimock's original log book for his picnic grounds at Waymart for the year 1882. Here is a transcription by the present author of that log book:

“Picnic grounds Engaged for 1882

Lack[awanna] Liederkranz & Turnverein Societies for June 15th 1882 I am to furnish everything but the beer. I do the carting of Beer they give \$10.00 furnish them ice for 31c per hundred Engaged the 11th of May 1882. Took in \$51.80

[next entry crossed out]

The Union Executive from Scranton engaging my grounds for July 4th 1882 They gave me \$10 for grounds \$3 for carting & 30c / hundred for ice and I sell everything but sarsaparilla &c.

The Home for the Friendless have the grounds for June 27th 1882. Mrs. D. Langstaff Chairwoman Taken in \$28.65

Ben Gardner Occupies the ground June 23rd 1882

The Scranton Choral Society occupy the grounds June 8th 1882 Took in \$36

Jenny Caspens Picnic June 14th

St Lukes Church Scranton have the ground July 13th 1882 J. Philip Bhudleton \$18
\$7 for Dinner \$25

The Seelyvill Public School on the 14th of July 1882 G Smith Treas. J. C. Birdsall Sec Taken
in \$20.50

The Union Sunday School of Honesdale have engaged the Ground for July 20th 1882
By John Ball Recpt \$22

Bates S. School from Olyphant for Augt 12 1882 C H. Fitzwilliam Pastor Bates Church
Recpt \$26.46

Presbyterian S. Skooool of Honesdale for July 26th 1882 L. J. Foster Supt.
Taken in \$16.50

The Methodists of Honesdale August 3rd B. D. Kiefer Taken in \$33.00

The Unniondale S School engaged the grounds for August 22nd 1882 Elijah Carpenter Supt

The Jurmon [possibly "German"] S School of Honesdale have the grounds on August 17th 1882
Rev G. F. Woerner Taken in \$36

George W. Hand wishes the ground August 26

G W Finn of Seeleyville has the grove for the 19th Taken in \$38

William Edgar of Bethany Engaged the ground on the 15th He wishes me to furnish Tea & Coffee Took in \$70.73

Ben Gardoner Clam bake will be on the 7th of Sept 1882 Cash took in \$13.50

Henry Myers of Archabald Spoke for the ground Sept 19th 1882 for a Sunday School Picnic

The Grand Templars of Carbondale have Engaged the ground for Sept 16th by Harry Woolcot Cash taken in \$15.00

P. F. McAndrew of Winton has Engaged the ground for the 25th of Sept. 1882 for the young men

Mr Moyer & Wife child and Girl commenced boarding to Supper Augt 23rd 1882

Sept 7th 1882 Benjamin Gardoner To Expenses on Picnic Ground for the Clamb Bake that he agreed to pay J. B. Keens Bill of Lumber 9.25 Paid for Nails & Tack &c. 1.44 Paid for work 4.50 J Schaffer for drawing wood 1.50 ..[Total] \$16.69 My own work and a lot of lumber of my own I charge nothing for. “

Seelyville School wishes to occupy my ground June 26th 1884

Aug the 12th May give me \$10 which she says paid me up to that date for board Augt 31 Paid Ten Dollars Due me the 6tyh day of Oct. 1887 \$17.50 April 12th 1888 E. J. Ames To drawing up Cace [?] 50c Waymart Poor Masters To Making Slate Paper About 16 50c"

(End of Asa H. Dimock log book)

Remarkably, and suddenly, in July 1883, Waymart ceased to be a "picnickers' Mecca." In the *Wayne Independent* of July 26, 1883, we read:

"Waymart is no longer the picnickers' Mecca. The increase of excursion rates over the Gravity together with the opening up of new points of view are tending to divert pleasure pilgrimages in other directions."

The D&H sold excursion tickets to Waymart from Honesdale, 40 cents for the round trip, for the July 4th celebrations in Waymart at Dimock's Grove:

"The Del & Hud C. Co. will sell excursion tickets to the Waymart Fourth of July celebration, 40 cents, for the round trip. An extra train will leave Honesdale at 9 a.m. departing from Waymart at 6 in the afternoon, giving all a chance to spend the day pleasantly at Dimock's Grove." (*Honesdale Citizen*, July 3, 1884)

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Destinations Not reached by Rail for Picnics and Outings

People were on the move, taking advantage of opportunities to enjoy life to the fullest. One need not travel far from home or by rail in order to do so. Here are some interesting destination possibilities in the Carbondale area that were available in the late nineteenth-century:

Cove Island

Cove Island was opposite the D. & H. pockets in Honesdale. It must have been an island in the Lackawaxen. Does it still exist? A Fourth of July picnic was held at Cove Island in 1877:

"Don't forget the picnic which is to be held on Cove Island, opposite the D. & H. pockets, on the Fourth." (*Carbondale Leader*, June 30, 1877, p. 3)

Fern Hall and the Crystal Lake Hotel

Fern Hall and the Crystal Lake Hotel were fashionable summer day resorts at Crystal Lake, only a few miles from Carbondale. To get to Crystal Lake, one traveled by coach or by horse and buggy. Festive end-of-the-season events took place there in September 1898:

"OUR SUMMER DAY RESORTS. / Interesting Batch of News Notes from Crystal Lake Hostelries—Close of the Season. / . . . The closing of the summer season at Fern hall and the Crystal lake hotel is coming on apace and signs of its advent are very apparent. The list of guests at each resort has been greatly depleted during the present week. Many of the families have been compelled to leave for home in order that the children may begin their fall schooling. Fifteen guests left Fern hall yesterday and eight on Tuesday. There is still some of the pleasantest weather of the year to be had in September and both hostelries are expecting a good patronage for several weeks to come. / A number of young folks from this place, Fern hall and the nearby cottages gave a farewell dance in the grove at the Crystal lake house on Monday evening in honor of the popular French maid at Fern hall who is about to return to her native soil. She had become a favorite in this vicinity and had amused many by her ludicrous attempts to master the English language. She was a 'greenhorn' having come over here just before the breaking out of the Spanish-American war. / There was consternation and pain among some of the employees at Fern hall last evening. The help entertained a number of callers and treated their guests in a hospitable manner by serving light refreshments. Among the delicacies was a quantity of ice cream. The cream was of the best quality—being made at the hotel but those who consumed several dishes of it soon became disagreeably affected. Miss Tessie Higgins of Carbondale was taken with violent cramps and for a time her case was a serious one. / The brilliant moonlight of the past few nights has drawn hosts of young people from the surrounding country to enjoy a boat ride on Crystal Lake. / The concert by the Mozart band on Tuesday evening was one of the big events of the season. It was listened to by a great crowd that applauded each piece heartily. Many heard the music while sitting in boats on the lake. The lawn in front of Fern hall was crowded with visitors and some excitement was occasioned during the evening by two incipient runaways. In trying to stop one of the horses its driver had a finger broken. The display of fireworks following the concert was extensive and pretty." (clipping in a Gritman scrapbook, dated September 1, 1898)

Lackawanna Grove

Lackawanna Grove was located one mile north of Carbondale. It appears that the Grove was established by military organizations, and perhaps only hosted events/excursions by those organizations. To travel to Lackawanna Grove, one went by foot or by a horse-drawn vehicle. A Grand Military Picnic took place at Lackawanna Grove on Thursday, August 22, 1878:

“Grand Military Picnic. / The Carbondale City Guards propose holding a grand picnic in Lackawanna Grove, on Thursday, August 22d, commencing at ten o’clock A. M. The McClellan Rifles, of Pittston, and five bands of music are expected to be in attendance. Opening address by Gen. H. M. Hoyt. Refreshments, comprising all the delicacies of the season, will be served on the ground. At 1:30 P.M. there will be a clog and jig dance for a silver cup, to be followed by games, such as foot races, pig races, sack races, wheelbarrow races, hurdle, and fat mans’ races, &c., &c., followed by Dress Parade of City Guards, and drill of McClellan Rifles. / A dancing

platform of sufficient capacity to accommodate thirty sets, will be erected. Music by Rowley and Hollis. The whole to conclude with a Grand Ball at the Armory in the evening, commencing at nine o'clock P.M." (*Carbondale Leader*, August 10, 1878, p. 3)

At the Grand Military Picnic at Lackawanna Grove on August 22, 1878, General Henry M. Hoyt will deliver the opening address, to be followed by a military parade and review, a large variety of games, and, in the evening, a grand ball at the Armory (McTighe's Hall):

"Grand Military Pic-Nic. / Our new and flourishing military company, 'The Carbondale Rifle Co.,' propose to have a great entertainment at Lackawanna Grove, one mile north of town, on Thursday next, 22 inst. It will embrace an opening address by Gen. Henry M. Hoyt, a military parade and review, a large variety of games, &c., and to close a grand ball in the evening at the Armory. / A very fine time is anticipated, and we hope may be largely patronized and enjoyed." (*Carbondale Advance*, August 17, 1878, p.3)

The following August, the Carbondale Rifles held their second annual picnic at Lackawanna Grove. Dancing was a very popular activity at these military gatherings at Lackawanna Grove:

"The Carbondale Rifles' Pic-Nic and Ball. / On Thursday morning about ten o'clock the Carbondale Rifles left their armory, McTighe's hall, headed by their captain, Mr. Fagan, and marched to Lackawanna Grove, about one mile north of this city, where they held their second annual pic-nic. The day was a fine one. After twelve o'clock, many vehicles of all kinds—that is, nearly all kinds—were run from Main street to the grove every few minutes, and they were well filled with the fair as well as the stern sex. Dancing was commenced in the grove at noon and was kept up without intermission until the sun had disappeared behind the western hills, and approaching darkness convinced the lovers of the Terpsichorean art of the fruitlessness of continuing it further. The best of order prevailed and only a few were to be seen who indulged too frequently in the flowing bowl of Gambrinus. About eleven o'clock our reporter repaired to the hall where the ball took place, to find it already 'full to overflowing.' It was with difficulty that those who were dancing kept from being lurching on top of those who occupied seats. Orders were soon given to select partners for a waltz, but, preferring the modest, unpretentious, plain quadrille to the 'giddy maze of the waltz,' we bided our time, which soon came, then, selecting our partner, went through the 'figures' of that (and many other quadrilles), 'till the cock's shrill clarion and echoing horn' (of some member of a '*Calithumpian*' band who had been present, was now wending his way homeward) reminded us of the labors which day light would bring to us, and we took our leave of the happy throng that the hall then contained." (*Carbondale Advance*, August 23, 1879, p. 3)

Wedeman's Grove

This grove in Greenfield Township is possibly the picnic grove that is presently owned and operated by Carbondale restaurateur Bob McDonnell. A grand picnic and bower dance was held there on August 15, 1878. To get there from Carbondale, one traveled in a horse-drawn vehicle.

"A grand picnic and bower dance will be held in the beautiful grove of E. Wedeman, in Greenfield, on Thursday, August 15th. The grove is only four miles from Carbondale, making it just a pleasant drive. Dancing will be kept up all the afternoon and evening. All are invited to attend as a delightful time is anticipated. Come one, come all." (*Carbondale Advance*, August 10, 1878, p. 3)

Winawaka Grove

This grove was "near Jermyn." The Jermyn Cornet Band hosted a grand musical jubilee and clam bake there on August 18, 1881. A wide variety of games took place. Suitable provisions were made for dancers.

"Thursday, August 18th, is the day which has been set by the Jermyn Cornet Band for holding a grand musical jubilee and clam bake in Winawaka Grove, near Jermyn. Contests at tub racing, rope pulling, or tug of war, base ball, etc., are to take place and liberal prizes are to be offered to stimulate the contestants. Suitable provision is also provided for dancers, and the indication is that the people of Jermyn will have a first-class opportunity to have a good time. . . ." (*Carbondale Leader*, August 5, 1881, p.45)

United States Department of Interior Geological Survey Maps 1892, Honesdale Sheet, Dundaff Sheet

On June 1, 2015, a collection of important maps from the nineteenth and twentieth centuries was donated to the Carbondale D&H Transportation Museum by the Margaret L. Winter Estate, Jermy, PA. Among the maps in the Margaret L. Winter Collection are two United States Department of Interior Geological Survey Maps, dated 1892, that are especially important in telling the history of the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale:

- (1) *Honesdale, Pennsylvania sheet* (Edition of 1892, reprinted 1945), Surveyed in 1890-91
Henry Gannett, Chief Topographer; H. M. Wilson, Geographer in charge; Triangulation by S. S. Gannett; Topography by Glenn S. Smith and M. B. Lambert
- 2) *Dundaff, Pennsylvania sheet* (Edition of 1892, reprinted 1944), Surveyed in 1890
Henry Gannett, Chief Topographer; Marcus Baker, Topographer in charge [possibly this should read "Geographer in charge"]; Triangulation by S. S. Gannett; Topography by Glenn S. Smith

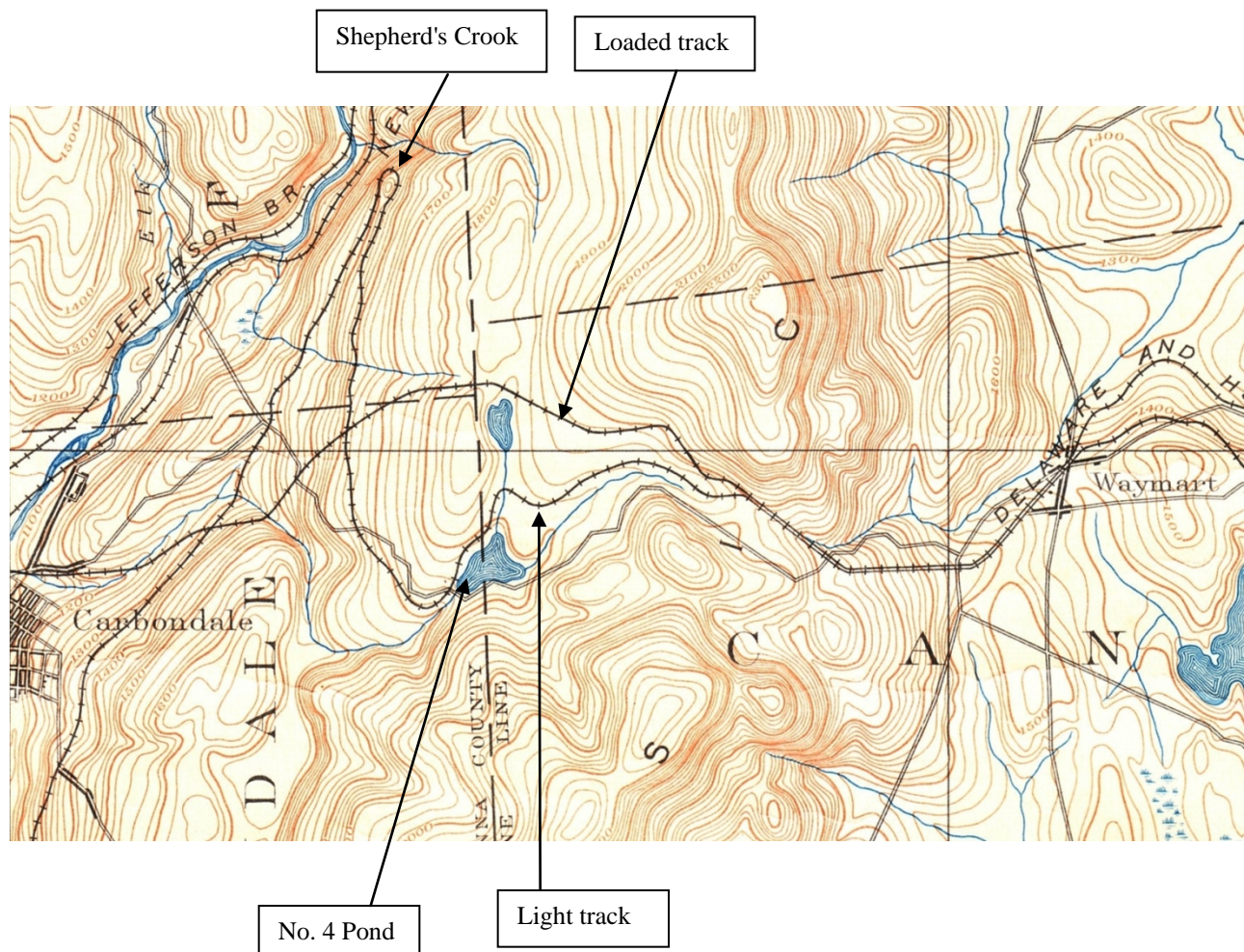
As on all the topographic maps produced by the United States Department of Interior Geological Survey (the USGS project of producing a series of standard topographic maps to cover the entire United States was begun in 1882), the features shown on these maps are arranged in three groups: (1) **water**, including seas, lakes, rivers, canals, swamps, and other bodies of water; (2) **relief**, including mountains, hills, valleys, and other features of the land surface; (3) **culture** (works of man), such as towns, cities, roads, railroads, and boundaries.

These two maps (Honesdale and Dundaff, 1892) are of particular importance for Gravity Railroad research purposes for two reasons: (1) they were created in 1892 when the Gravity Railroad was still in operation, which means that we see before us on these maps the exact location of a particular feature of the railroad, and not the location of that feature as remembered years later by an informant or the map maker; (2) they not only document the fully developed Gravity transportation system between Carbondale and Honesdale—the 1868 configuration, Volume IV in this series—but also situate with precision and accuracy that transportation system in a professionally articulated topographical context.

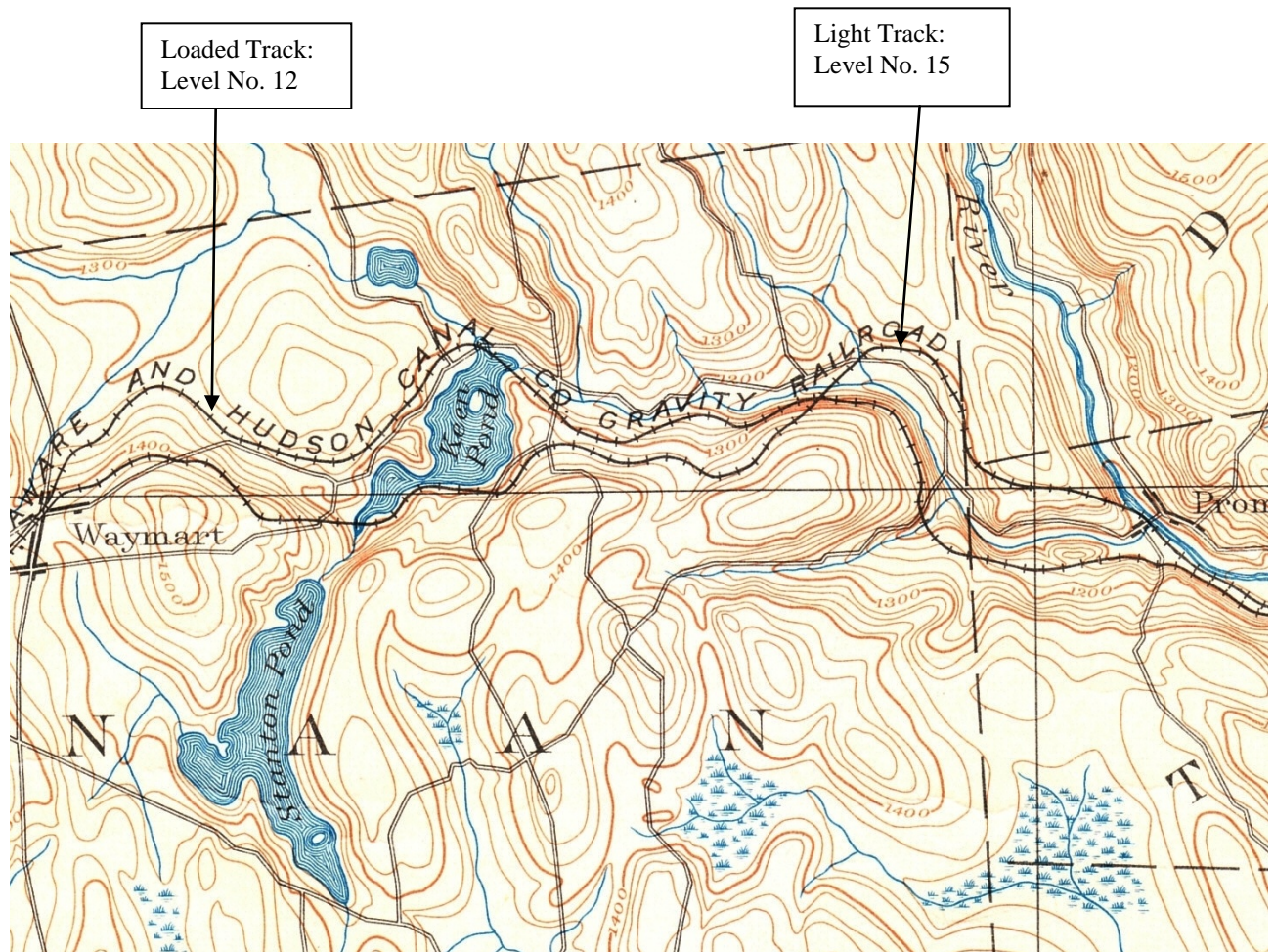
A comprehensive history of the first four configurations of the Gravity Railroad (1829, 1845, 1859, 1868) is presented in Volumes I-IV in this series. The details from these two maps (Honesdale and Dundaff, 1892) that are presented below are intended to be seen as supplements to the data presented in Volumes I-IV in this series.

Here, then, are five details from those 1892 USGS topographic maps of Honesdale and Dundaff. On these details, we have identified selected features of the railroad. These identifications should make it possible for the reader to orient himself easily and quickly.

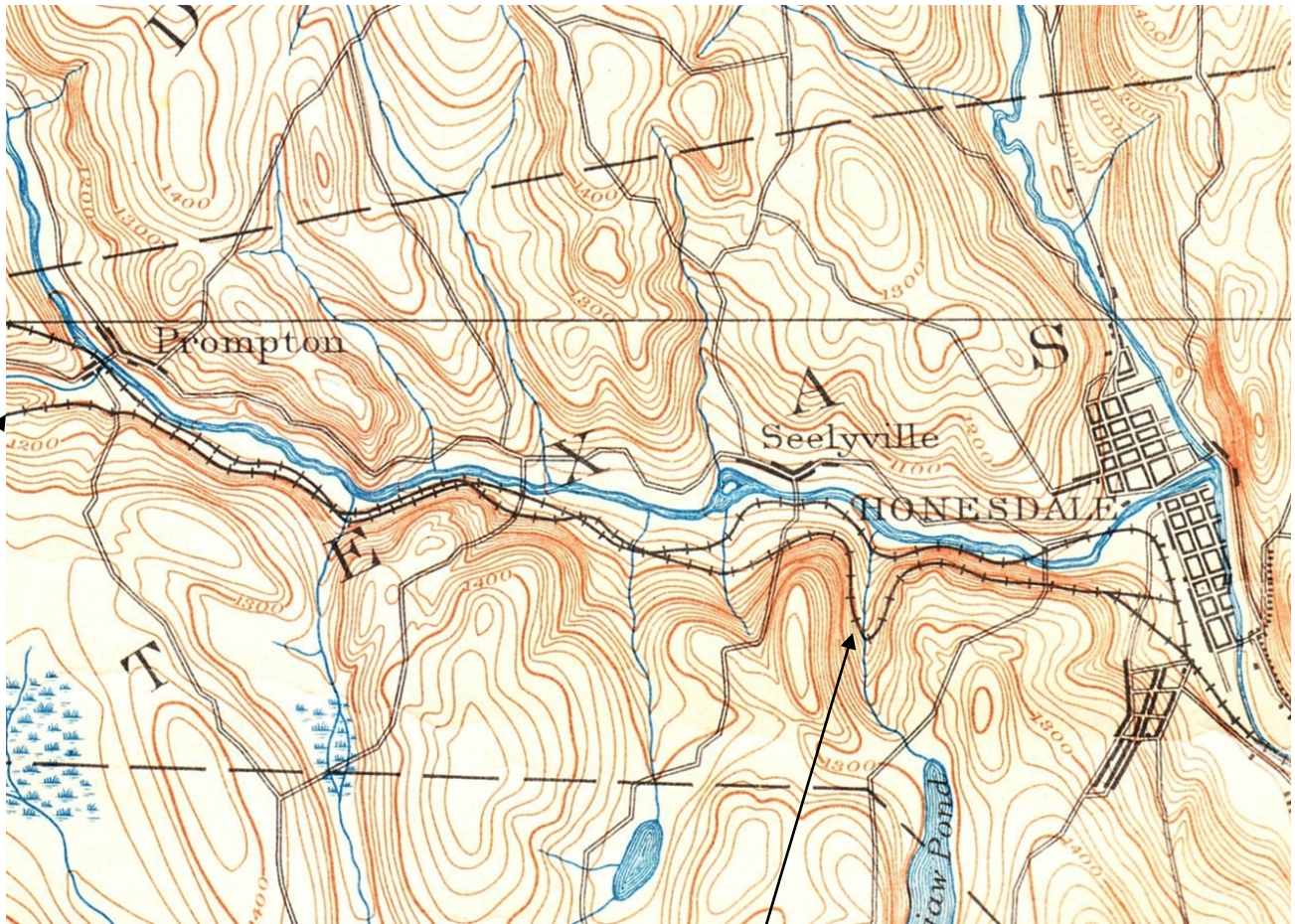
Gravity Railroad: Carbondale to Waymart



Gravity Railroad: Waymart to Prompton



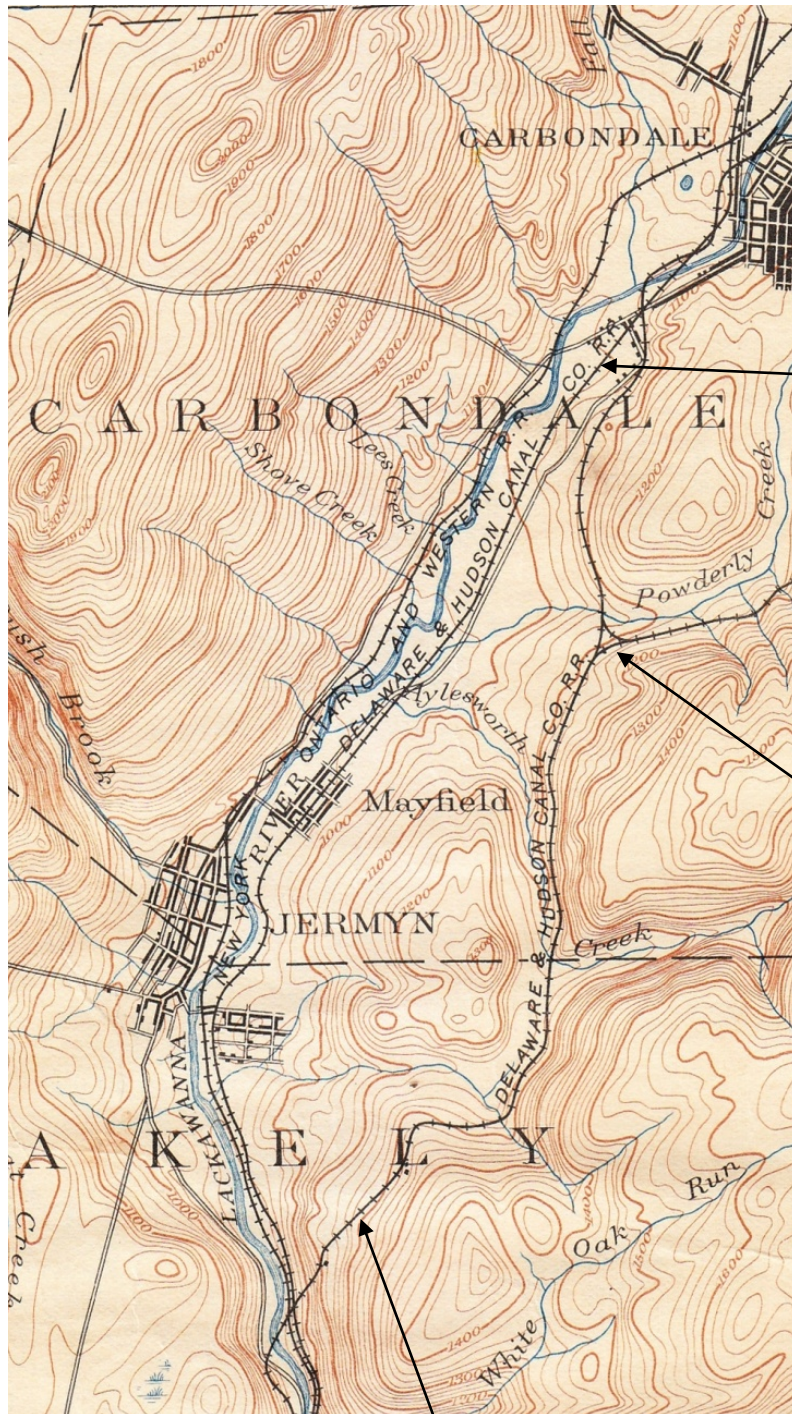
Gravity Railroad: Prompton to Honesdale



Loaded
track:
Level
No. 12

Horseshoe Curve
on Level No. 13

Gravity Railroad: Carbondale to Jermyn

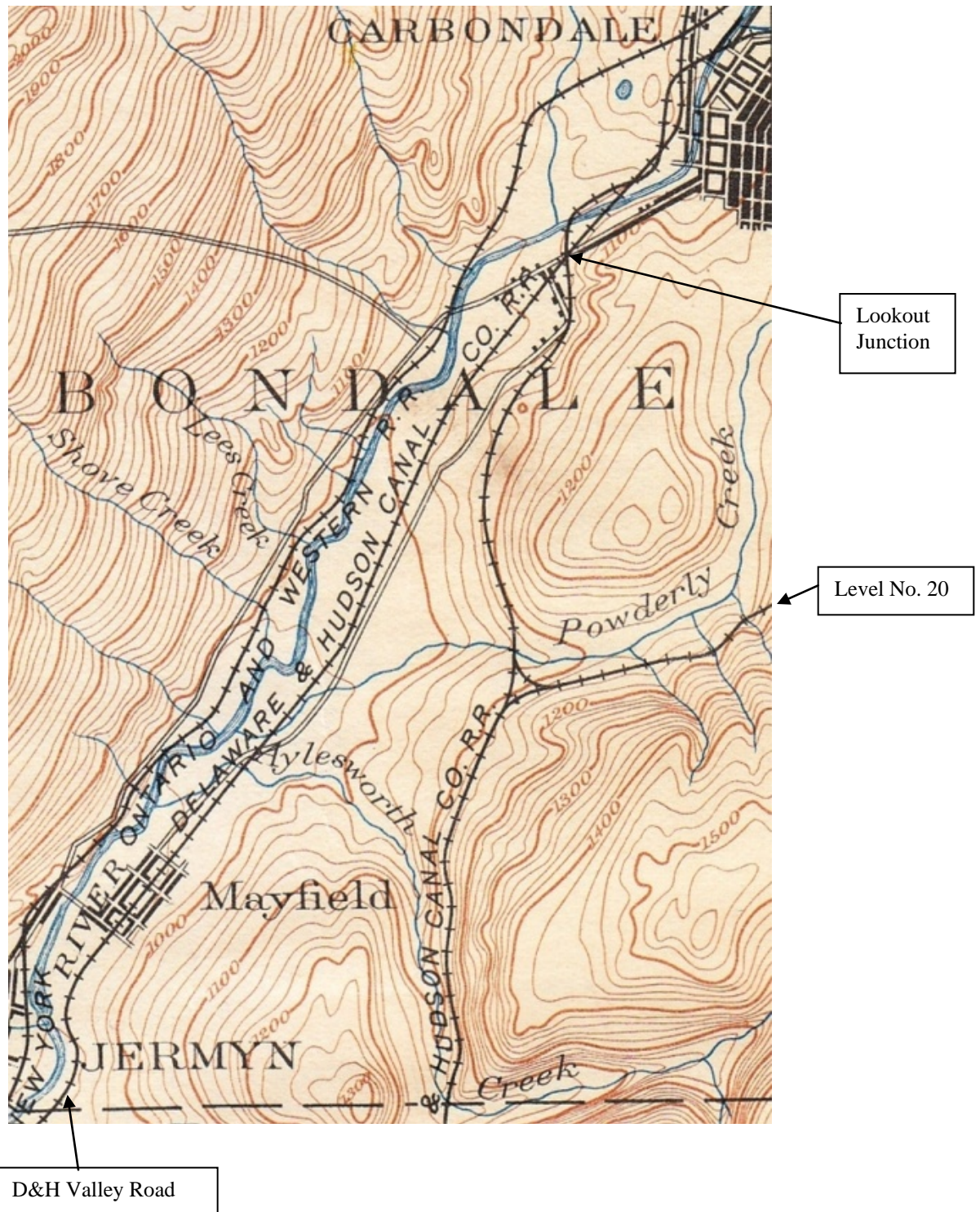


The D&H
steam line
from
Carbondale to
Scranton, the
Valley Road

Bushwick
Junction

Level No. 20 to Archbald

Gravity Railroad: Bushwick Junction to Lookout Junction



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Account Arrival & Departure of Boats 1832

July-August 1832

Delaware and Hudson Canal, Honesdale, PA to Rondout, NY

This Delaware and Hudson Canal Company logbook, *Account Arrival & Departure of Boats 1832*, was found in a box of "junk," so called, that was given to the Carbondale Historical Society / Carbondale Delaware and Hudson Transportation Museum in June 2010.

On August 15, 2010, electronic copies of this extraordinary logbook were presented to all members of the Delaware and Hudson Transportation Heritage Council by the Carbondale Historical Society and the Delaware and Hudson Transportation Museum.

When this remarkable account book is studied in detail, our knowledge of the early history of the Delaware and Hudson Canal will surely be enriched.

May-June 1832 from this ledger are presented in Volume VII in this series.

Given below are July-August 1832.

September-October 1832 will be presented in Volume IX in this series.

November-December 1832 will be presented in Volume X in this series.

"Lote" Atkinson's remarkable memory:

"*Lote* Atkinson, the efficient collector at the Del & Hud Canal Co at their Honesdale office can tell without reference to the books, the name of the master of every one of the thousand or more boats navigating the canal. Give him the number of a boat and he will immediately tell you in whose name she is running." (*Wayne County Herald*, May 4, 1876)

Account of Arrival & Departure of Vessels 1832

1832	July 2	Boat N ^o 69. David Norrey without C ^o Lading	
"	"	66. Aaron Gray	
"	"	102. Lewis Gashorn N ^o 278. Mar 11. 13. 24	22
"	"	62. Lewis Gashorn	
"	"	103. William Gray	
"	"	42. Moses Kortright	
"	"	109. J. Proctor	
"	"	82. John Miley N ^o 279. Mar 7. 1830	
"	"	21. David F. Park without C ^o Lading	
"	"	112. Alex. Miley	
"	"	100. Philip Van Kears	
"	"	38. Bruce A. Moul	
"	"	37. D. C. Smith	27
"	"	86. E. J. Kent	
"	"	72. A. H. Orman	
"	"	91. Adam Sheffer	
"	"	39. Jacob H. Drury	
3	"	66. Aaron Gray Coal	30
"	"	42. Moses Kortright	30
"	"	Eliza Edward Murray N ^o 285. Landris 1. 10. 3	
"	"	San. Hamilton Lawrence Cain " 284. Empty Boat	
"	"	Clinton. John C. Decker Coal	30
"	"	82. John Miley	30
"	"	100. Philip Van Kears	30
"	"	38. Bruce A. Moul	10
"	"	112. Alex. Miley	20
"	"	37. D. C. Smith	10
"	"	39. Jacob H. Drury	30
"	"	91. Adam Sheffer	30
"	"	72. A. H. Orman	30
"	"	134. Ch ^r Mc Intee	30
"	"	16. Aaron Gray	30
"	"	58. Ch ^r Mc Intee	10
"	"	60. John Longray	30
"	"	89. David Miley	30
"	"	94. David Miley	30

Account of Arrival & Departure of Boats 1832

July 3	Boat No 86. Elias J. Reed	Coast	30 00
"	" 134 Chas. M. Mita with one C. Leasing		
"	" 16. Solomon Strang	"	
"	" 60. Eudicott & Mansfield No 298, Windsor & Co.		
"	" 1. J. B. Merrill	"	
"	" 87. David Mayden	"	
"	" 94. David Mayden	"	
"	" 58. Chas. M. Mita	"	
"	" 113. Ruyr J. Haas	"	
"	" 31. James Mann	"	
"	" 54. J. J. Clough	"	
"	" 107. Eudicott & Mansfield No 267, Windsor & Co.	22. 0. 3	24
"	" 88. John Maushan	"	
"	" 29. Mrs Crozier	"	
"	" 18. Mrs Crozier	"	
"	" 61. Saml Davis	"	
"	" 25. Abijah Lodge	"	
"	" Roderick J. M. Jackson	"	
"	" No 84. John A. Post	"	
"	" 85. E. B. Marshall	"	
"	" 113. Ruyr J. Haas	Coast	30
"	" 31. James Mann	"	30
"	" 107. Eudicott & Mansfield	"	30
"	" 54. J. J. Clough	"	30
"	" 88. John Maushan	"	30
"	" 25. Abijah Lodge	"	30
"	" 61. Saml Davis	"	30
"	" 18. Mrs Crozier	"	30
"	" 29. Mrs Crozier	"	30
"	" Roderick J. M. Jackson	"	30
"	" No 84. John A. Post	"	30
"	" 43. John A. Post	"	30
"	" Commodore Eudicott & Mansfield	"	30
"	" 83. Fred. R. Marshall	"	30
"	" Silas Wright, B. S. Haas No 1. Lumber	31. 10	
"	" Geo. Hammett Lumber Co. No 2. Lumber	15. 21	
"	" Eliza Edw. Murray No 3.	37. 03	

Account of Arrival & Departure of Boats, 1832

July 4	Boat Eclipse J. R. Gaudal	Coal	30
"	Commence E. D. & M. Sanford without C. Lading		
"	N ^o 45. John Macanille		
"	Eclipse J. R. Gaudal		
"	Virgin I. H. Teemilligan		
"	N ^o 48. J. W. Cooper		22 17
"	John Minto E. E. Dehay		
"	United States Isaac D. Davenport		22 17
"	Albion Lewis Conbright		
"	N ^o 57. John P. Davis		
"	Franklin J. D. Schoonmaker		
"	Columbus J. D. Schoonmaker		
5	United States Isaac Davenport	Coal	30
"	John Minto E. E. Dehay		30
"	N ^o 48. J. W. Cooper		30
"	Albion C. Kortright		30
"	N ^o 58. John P. Davis		30
	Score Superior D. Rensselaer to Mr. Pine Woods 9.37 1/2		
	Michaga going & returning		1.50
	Boat Franklin J. D. Schoonmaker	Coal	10.57 1/2 30
"	Columbus J. D. Schoonmaker		30
"	Wap ^o E. D. & M. Sanford		20.30
"	N ^o 28. Mr. Drey		30
"	" 71. J. B. Marshall		30
"	" 80. J. B. Marshall		30
	Score to Beardsley's Farm & return		2.15
Boat	40. J. P. Schuyler		30
"	1. J. P. Bidwell		
"	104. J. Rich	Coal	30
"	21. D. Surges		30
"	55. J. P. Schuyler		30
"	111. Rust. Geo.		30
"	Capt. Worthington D. M. Fairland from N. to A.D.		1.15
"	N ^o 104. J. Rich without Lading		
"	" 21. D. Surges		
"	" 55. J. P. Schuyler		
"	" 111. Rust. Geo.		

Account of Arrival & Departure of Boats 1832

July 5	Boat No 28	Mrs Dietz without Co Lading	
"	"	Heath G. W. Endicott	"
"	"	No 71 J. R. Marshall	"
"	"	" 80 J. R. Marshall	"
"	"	" 40 I. P. Schuyler	" 52 1/2
"	"	" 41 Brodhead Dubois	"
"	"	" 5 C. L. Adair	"
"	"	" 65 John Carter	"
"	"	" 121 Peter Ke Burt	"
"	"	" African J. W. Cooper	"
"	"	" Connecticut J. Warner	"
"	"	" No 81 Seth Sherman	"
"	"	" 110 Job H. Miller	"
"	"	" 9 B. J. Blauvelt No 3. Men 63.00	"
"	"	" 68 J. Warner	"
"	"	" 96 Alex. Snyder	"
"	"	" 76 Ch. B. Van Wagner	"
"	"	" 121 Peter Ke Burt Coal	30
"	"	" 5 C. L. Adair	20
"	"	" 41 Brodhead Dubois	30
"	"	" Great Washington D. M. MacCallister of the Pine Barren 7.11 1/2	
"	"	" African J. W. Cooper to the South Lacking 7.11 1/2	50 1/2
"	"	" Connecticut J. Warner	30
"	"	" No 110 Job H. Miller	30
"	"	" 96 Alex. Snyder	30
"	"	" 81 Seth Sherman	30
"	"	" 68 J. Warner	30
"	"	" 76 Ch. B. Van Wagner	30
"	"	" 9 Ch. B. Van Wagner	30
"	"	" 15 Mrs L. G. G. G.	30
"	"	" 24 E. Carter Smith	30
"	"	" 106 Alex. Snyder	30
"	"	" 123 David Evans	30
"	"	" 87 David Galtier	30
"	"	" 15 W. M. Dietz without Co Lading	
"	"	" 24 E. Carter Smith	
"	"	" 106 Alex. Snyder	

Account of Arrival & Departure of Boats 1832-

July 6	Boat N ^o 106, John Hudson without C ^o Lading	
"	Orphan Boy Ch ^o M ^o Inta	
"	N ^o 87. David Carter	
"	" 123. David Evans N ^o 5 Mrs. 3.6.0.0	
"	" 135. Ch ^o M ^o Inta without C ^o Lading	
"	" 127. James I M ^o Car	
"	" 128. James I M ^o Car	
"	" 128. James I M ^o Car	
"	Japetus A. Aburthy	
"	N ^o 124. Jacob I. Rogers	
"	" 98. Rich ^o Jackson	
"	" 67. Rich ^o Jackson	
"	" 131. Edward Mansfield N ^o 310 Mar 19. 18. 00	
"	" 44. F. P. Kelly without C ^o Lading	
7	" 136 John Hudson	30
"	Orphan Boy Ch ^o M ^o Inta	30
"	N ^o 128. James I M ^o Car	30
"	" 127. James I M ^o Car	30
"	" 65. Caleb Seaman	30
"	" 135. Ch ^o M ^o Inta	30
"	" 124. Jacob I. Rogers	30
"	Japetus A. Aburthy	30
"	N ^o 98. Rich ^o Jackson	30
"	" 122. James I M ^o Car	30
"	" 67. Rich ^o Jackson	30
"	" 44. F. P. Kelly	30
"	" 138. J. Rorabach	30
"	" P. M ^o C. Goddington	30
"	" 55. Vincent Huggins	30
"	" 95. M ^o C. Goddington without C ^o Lading	30
"	" 138. J. Rorabach	30
"	Olive Branch. J. E. Harbrouck	30
"	N ^o 35. Vincent Huggins	30
"	" 34. Simon Groat	30
"	Napoleon John Carter	30
"	N ^o 137. M ^o E. Hart	30
"	" 115. C. L. Simpkins	30

Account of Arrival & Departure of Boats 1832

July 10	Boat N ^o 131. Endicott & Mansfield N ^o 131 June 24	45
"	" 117. Corn. S. Dubois Coal	30
"	" 4. Jacob A. Snyder	30
"	" Thistle John Carter without C ^o Landing	14 3/4
"	" N ^o 92. Caleb Rich	"
"	" 63. Tho ^s Foraker	"
"	" 64. Nath ^l Mansham	"
"	" 4. Jacob A. Snyder	"
"	" 117. Corn. S. Dubois N ^o 117 June 2	15 1.0
"	" 108. Joel H. Miller without C ^o Landing	"
"	" 99. Joel H. Miller	"
"	" 59. David Sanders	"
"	" Child. George Dorrance	"
11	" N ^o 108. Joel H. Miller Coal	30
"	" Joshua Bradish J. B. Bidwell N ^o 6 June 24	12 1/2
"	" 99. Joel H. Miller Coal	30
"	" 63. Tho ^s Foraker	30
"	" 59. David Sanders	30
"	" Child. George Dorrance	30
"	" N ^o 92. Caleb Rich	30
"	" 10. Jesse Brown	30
"	" 108. George Dorrance	30
"	" 74. Chas ^s M ^c Intee	30
"	" M. Warts. C. Elmer	30
"	" N ^o 97. John Rice	30
"	" 10. Jesse Brown without C ^o Landing	"
"	" 105. George Dorrance	"
"	" 74. Chas ^s M ^c Intee	"
"	" M. Warts. C. Elmer	"
"	" N ^o 8. Joshua Kearsy and N ^o 97. M ^c Intee 10. 10. 0	"
"	" 97. John Rice	"
"	" Vesta Endicott & Mansfield N ^o 131 June 25	15 3
"	" N ^o 47. Tho ^s Macomber 7. 10. 10. 0	"
"	" 125. John Carter	"
"	" 126. D. Carter	12 1/2
"	" 78. James H. Parker	"
"	" 79. A. M. Wood	"

Account of Arrival & Departure of Boats 1832

July 11	Boat N ^o 77.	J. M. Wood without C. Lading	
12 th	"	" 125. John Cartez	Coal 30
"	"	" 47. Tho. Aru Comb	" 30
"	"	" 126. David Carter	" 30
"	"	" 78. James De Bask	" 30
"	"	" 80. Joshua Maynard	" 30
Schooner P. Rexford 25 M. Feb Pass Board 9. 177			
to March 25 M. 0 1/2			
Boat Ulster - Endicott & Mansfield Coal 10. 877			
"	"	N ^o 79. J. M. Wood	30
"	"	" 19. J. M. Wood	30
"	"	" 73. Fredt. Moule	30
"	"	" 85. John Cleaver	30
"	"	" 100. John Cleaver	30
"	"	" 106. John Cleaver	30
"	"	" 13. John Concklin	30
"	"	Speedm ^o Endicott & Mansfield	30
"	"	N ^o 114. James J. Regan	30
"	"	" 132. J. Davis	30
"	"	" 106. Abm Rice	30
"	"	" 73 Fredt. Moule without C. Lading	
"	"	" 85. John Cleaver	"
"	"	" 6. John Cleaver	"
"	"	" 36. John Cleaver	"
"	"	Speedm ^o Endicott & M ^o M ^o	"
"	"	N ^o 114. James J. Regan	"
"	"	" 132. J. Davis	"
"	"	Clinton - J. C. Dubois	"
"	"	101. Abm Rice	"
"	"	77 - Abm Rice	"
"	"	46 - Tho. Towkes	"
"	"	69. David Moulby	"
"	"	33. John Whitkey	"
13 th	"	77. Abm Rice	Coal 30
"	"	69. David Moulby	30
"	"	46. Tho. Towkes	Coal 30
"	"	33. John Whitkey	30

Account Arrival & Departure of Boats 1832

July 13	Boat N. 53.	Tho. Van Wagner	Coal	30
"	"	30. Tho. Van Wagner	Coal	30
"	"	39. Jacob H. DePuy	Coal	30
"	"	22. Joseph Spangrumb	"	30
"	"	56. Josiah Warner	"	30
"	"	53. Tho. Van Wagner	without 6' lading	
"	"	30. Tho. Van Wagner	"	10
"	"	22. J. Spangrumb	"	30
"	"	56. Josiah Warner	"	
"	"	39. J. H. DePuy	"	
"	"	103. Solomon Truog	"	30
"	"	1143. D. W. Schoonmaker	"	
"	"	50. John Campbell	"	
"	"	45. Mon. Coles	"	
"	"	John Warts E. H. DePuy	"	
"	"	David Scott	Nov. Merch. 12. 9. 2	
14	"	John Warts E. H. DePuy	Coal	30
"	"	N. 45 Mon. Coles	"	30
"	"	50. John Campbell	"	30
"	"	25. Elijah Loden	Nov. Merch. 12. 9. 2	30
"	"	103. Solomon Truog	Coal	30
"	"	66. Sam. Truog	"	30
"	"	11. James Furdy	"	30
"	"	32. M. Matthews	"	30
"	"	2. Peter Du Bouch	"	30
"	"	52. Lewis Miller	"	30
"	"	141. J. J. Davis	"	30
"	"	26. J. J. Glover	"	30
"	"	134. Chas. M. Bates	"	30
Scov. Superior				
to Mouth Lake N. 25. M. 2. 9. 37				
Miles going to 1. 50				
Boat N. 82.	J. S. Mella	Coal	30	
"	1143. D. W. Schoonmaker	"	30	
"	102. Lewis Gashen	"	30	
"	25. Elijah Loden	without 6' lading		
"	66. Sam. Truog	"	30	

Account Arrival & Departure of Boats 1852

July 14	Boat N ^o 32	Mr. Mathias without Co ^l Landing	70
"	" 70.	G. H. Merritt	"
"	" 52.	Lewis Melling	"
"	" 2.	John J. Clark	"
"	" 26.	John J. Colony	"
"	" 141.	J. S. Davis	"
"	" 134.	C. P. M ^c Intar	"
"	" 82.	J. S. Melling	"
"	" 102.	Lewis Gaskin	"
"	" 82.	Lewis Gaskin & R. P. Kasper Wharf	"
"	" 159.	D. B. Harbrouck	"
"	" 23.	A. Ingraham	"
"	"	Silas Wright - B. J. Hogan N ^o 83. M ^c Intar 1491	"
"	"	N ^o 16. Solomon Trees without Co ^l Landing	"
"	" 120.	W. Salpaucho	"
"	" 91.	Adam McFeerson	"
"	" 72.	A. H. Vermance	"
76	" 139.	D. B. Harbrouck Coal	30
"	" 82.	Lewis Gaskin	30
"	"	David Scott - John A. Morris N ^o 7 - Lumber	29.33
"	" N ^o 23.	Quinn Ingraham - Coal	30
"	" 16.	Solomon Trees & R. P. Kasper	30
"	" 120.	W. Salpaucho	30
"	" 72.	A. H. Vermance & axles R.R.	30
"	" 91.	Adam McFeerson & axles R.R.	30
"	" 86.	E. J. Reed - Coal	30
"	"	Demetri Chilton John C. Dubois	30
"	"	Ingraham - J. H. Vermillegan	30
"	" N ^o 146.	Therap Van Kien	30
"	" 94.	David Snyder	30
"	" 89.	David Snyder	30
"	" 144.	J. D. B. Harbrouck	30
"	" 85.	John Blauhan	30
"	" 86.	E. J. Reed without Co ^l Landing	"
"	"	Ingraham - J. H. Vermillegan	"
"	" N ^o 146.	J. Van Kien	"
"	" 89.	David Snyder	"

Account of Arrival & Departure of Boats 1832				
July 17	Boat Geo. Hamilton	E. Murray	without Co. Lading	
"	" Eliza	E. Murray	"	
"	" N ^o 104	J. Rich	"	
"	" Eclipse	E. Baldwin	"	
18	" Eliza	Edward Murray	Coal	30
"	" 121	Peter the Bark	"	30
"	" 119	Peter the Bark	"	30
"	" 48	W. Cooper	"	30
"	" 109	Joseph Brown	"	30
"	" Eclipse	E. Baldwin	"	30
"	" N ^o 104	J. Rich	"	30
Scow Superior - P. Renford 25 M. Bruns Mouth				9.37 1/2
Lackawanna 25 M. Bruns Mouth				1.50
Nothing				0.87 1/2
Boat Calhoun	John S. Reece	Coal		30
"	" N ^o 87	David Bates	"	30
"	" 21	David Bates	"	30
"	" 112	A. Myler	"	30
"	" 24	Easton Smith	"	30
"	" 43	John Hammill	"	30
"	" 121	David Evans	"	30
"	" Rovers Joniah Shepstone	"	"	30
"	" N ^o 87	David Bates	without Co. Lading	
"	" Calhoun	John S. Reece	"	
"	" N ^o 21	David Bates	"	
"	" 112	A. Myler	"	
"	" 145	John Ferguson	all Boats for Company	
"	" 24	Easton Smith	"	
"	" Rovers Joniah Shepstone	"	"	
"	" N ^o 23	David Evans	"	
"	" 28	Mr. Ditch	"	
"	" 142	Jonah Warner	"	
"	" Cont	Jonah Warner	"	
"	" 106 1/2	Richd Jackson	"	
"	" 98	Richd Jackson	"	
"	" Albion	Cont. Knott	"	
"	" 43	John Hammill	"	

Account of Arrival & Departure of Vessels 1832			
1832	July 5	Boat (after Bradish) A. Bidwell N. & J. Smith	22
"	"	Commerce - Mitchell & Co. Lading	27
"	"	N. 37. James D. Smith Mitchell & Co. Lading	27
19	"	Countess of Mar - Coal	30
"	"	N. 142 - Ditto	30
"	"	42 - Mrs. Kirtbright	30
"	"	45 - John Ferguson	30
"	"	58 - Rich. Jackson	30
"	"	67 - Rich. Jackson	30
"	"	Albin - Corn. Kirtbright	30
"	"	N. 24. Jacob I. Vignier	30
"	"	37. James D. Smith	30
"	"	28. Mrs. Deth	30
"	"	29 Mrs. Crocker	30
"	"	18 - Mrs. Crocker	30
"	"	Jos. J. Allen - Ab. Huntington	30
"	"	76. Ch. R. Van Wagner	30
"	"	14. Ch. R. Van Wagner	30
"	"	107. Endicott & Madfield	30
"	"	9. Ch. R. Van Wagner	30
"	"	81. Seth Sheppard	30
"	"	124 Jacob & J. J. Smith Mitchell & Co. Lading	30
"	"	29. Mrs. Crocker	30
"	"	18. Mrs. Crocker	30
"	"	76. Ch. R. Van Wagner	30
"	"	14. Ch. R. Van Wagner	30
"	"	Jos. J. Allen - Ab. Huntington	30
"	"	N. 107 - Endicott & Madfield	30
"	"	9. Ch. R. Van Wagner	30
"	"	81. Seth Sheppard	30
"	"	136. John Wadsworth	30
"	"	44. L. O. Schuyler	30
"	"	55. L. O. Schuyler	30
"	"	27. James D. Smith	30
"	"	110. J. J. Allen	30
"	"	1. Jacob B. Bidwell	30
"	"	8. Mrs. C. Gooding	30

Account of Arrival & Departure of Boats 1832

July 19	Boat N ^o 31. Samuel Quin	100	30
"	106. Alex. Snyder	"	30
"	100. Philip Van Kuren	"	30
"	44. J. P. Kelly	"	30
"	51. J. E. Davis	"	30
"	133. Mr. Crispell	"	30
"	Collin. Eugene & Mansfield	"	30
20	27. James D. Smith	Coal	30
"	44. J. P. Kelly	"	30
"	55. J. P. Kelly	"	30
"	136. John Hudson	"	30
"	110. John H. Williams	Black & white	30
"	106. Alex. Snyder	H. R. R. and	30
"	95. Mr. C. Coddington	"	30
"	31. Saml. Quin	"	30
"	128. Mr. Crispell	"	30
"	Collin. Eugene & Mansfield	H. R. R. and	30
"	51. J. E. Davis	"	30
"	44. J. P. Kelly	"	30
"	100. Philip Van Kuren	"	30
"	70. C. M. Merritt	"	30
"	58. Alex. Cook	"	30
"	1. J. B. French	"	30
"	15. Mr. M. Deets	"	30
"	15. Mr. M. Deets	32 Car Wharf, St. Marks	30
"	61. James Davis	Matthew C. Loring	30
"	20. East Bayard	"	30
"	111. Bruf. Quin	"	30
"	127. James I. McEae	"	30
"	122. James I. McEae	"	30
"	128. James I. McEae	"	30
"	5. J. E. Davis	"	30
"	117. Cornt. J. Davis	"	30
"	68. Josiah Warner	"	30
"	115. John L. Simkins	"	30
"	137. Mr. Eckat	"	30
"	Oliver Prank. J. E. Harbuck	"	30

Account of Arrival & Departure of Brats			
1832	July 20	Boat No. 15 J. D. Carter without C. Lewis	
		" " " " J. D. Carter "	
		" " " " Thistle J. D. Carter "	
		" " " " Orphan Boy Chas. McVeta "	
		" " " " No. 84 John A. Post "	
		" " " " 92 Calist Orick "	
21		" " " " 20 E. Boyardus Coal	30
		" " " " 111. Rapt. Gue "	30
		" " " " 61- Jimmy Davis "	30
		" " " " 57. J. C. Fiddis "	30
		" " " " 122. James McEue "	30
		" " " " 126. James J. McEue "	30
		" " " " 128. James J. McEue "	30
		" " " " 117. Cornish Dubois "	30
		" " " " 68. Josiah Warner "	30
		" " " " 137. Mrs. Eckert "	30
		" " " " 115 John L. Hawkins "	30
		" " " " 92. East Orick "	30
		" " " " 65. John Carter "	30
		" " " " John A. Hestbrook "	30
		" " " " Napoleon John Carter "	30
		" " " " Orphan Boy Chas. McVeta "	30
		" " " " No. 116 J. J. Whitney "	30
		" " " " 93. J. J. Whitney "	30
		" " " " 84 John A. Post "	30
		" " " " Thistle John Carter "	30
		" " " " 93 J. J. Whitney without C. Lewis "	
		" " " " 116 J. J. Whitney "	30
		" " " " Pres. A. V. D. Van Wagner "	420
		" " " " Orphan A. V. D. Van Wagner "	
		" " " " No. 108. Jos. H. Melley "	
		" " " " 63. Thos. Folkes "	
		" " " " 64. N. Blawhau "	
		" " " " 4. J. C. F. Meyda "	
		" " " " 14. Prokies Dubois "	
		" " " " 100. Levi Loomis "	
		" " " " 90 J. J. Clove "	

Account of Arrival & Departure of Boats			
1852			
July 21	Boat No. 125	John Carter - without C. Loring -	
"	" 130	Endicott Mansfield	"
"	" 155	George Dorrance	"
"	" 152	Vincent Groat	"
"	" 47	Thos. Newcomb	"
"	" 78	James Lee Bush	"
23	Scow Spy	Joseph Phinney 30 M. Pine Beach 7.50	
		Will. C. going & returning 1.10	
	Sprain	A. & D. Van Wagner Coal 6 89.00	30
	President	A. & D. Van Wagner	30
	Boat No. 118	Job H. Miller	30
"	" 64	Nick. Klaukhan	30
"	" 63	Thos. Stokes	30
"	" 4	J. J. Snyder	20
	Scow Tupperia	P. Rexford 25 M. Pine Beach 9 3 1/2	
		to Mouth 25 M. 2 1/2	
		Midway going & returning	1 30
	Boat No. 150	Lee Lawrence Coal	10 8 1/2
"	" 41	Providence Dubois	30
"	" 90	Josh. J. Clough	30
"	" 125	John Carter	30
"	" 155	George Dorrance	30
"	" 130	Endicott Mansfield	30
"	" 78	James Lee Bush	30
"		Commander Endicott Mansfield	30
"	" 152	Vincent Groat	30
"		Kutler Chabish. D. J. Koon. No. 153. Mar. 21. 5.00	
"	" 47	Thos. Newcomb Coal	30
"	"	Master Endicott Mansfield	30
"	"	Master Endicott Mansfield without Gladys	
"	"	Mr. Wurts Caleb Elmer	
"	"	Phillip Stone Caleb Elmer	
"	" 74	Ed. M. C. Hite	
"	" 99	for 100 lbs. Tar. 4.00 oil	
"	" 151	Endicott Mansfield without C. Loring	
"	" 126	David Collier	
"	" 60	Endicott Mansfield	

Account of Arrival & Departure of Boats

1832

July 23	Boat No. 59.	Dupl. Kinsland's Mithral C. Lading	
"	19-	John Brown	"
"	105-	George Dorrance	"
"	36-	John Krayan	"
"	85-	John	"
"	6-	John Cleaver	"
"	Athens.	J. M. Cooper	"
24	174.	C. M. M. M. M. Coal	30
"	M. M. M. C. Elmore	"	30
"	Phillip H. C. Elmore	"	30
"	179-	John H. Miller	"
"	187-	Dan. Landon	"
"	60.	Eudicot & Mansfield	"
"	120.	David Cutler	"
"	131.	E. J. D. M. Mansfield	"
"	36.	John Cleaver	"
"	85-	John Cleaver	"
"	105-	George Dorrance	"
"	6.	John Cleaver	"
"	Athens.	J. M. Cooper	"
"	114.	James A. Regan	"
"	38.	John M. M. M. M.	"
"	135.	C. M. M. M. M.	"
"	135.	Ditto - Mithral C. Lading	"
"	33.	John M. M. M.	"
"	114.	James A. Regan	"
"	30.	Thos. Van Wyck	"
"	46.	Thos. M. M. M.	"
"	13.	Thos. M. M. M.	"
"	10.	C. M. M. M.	"
"	39.	J. H. M. M.	"
"	38.	Wm. M. M. M.	"
"	77.	Thos. M. M. M.	"
"	101.	Thos. M. M. M.	"
"	34.	Thos. M. M. M.	"
"	132.	J. H. M. M.	"
"	149.	M. M. M. M.	"

Account of Arrival & Departure of Vessels 1832

July 26	Boat Gangro Eli Devitt Without C. Lading	
"	" N. 23 - H. Ingraham	
27	" " 72 - Alex. D. Remance Coal	30
"	" " 91 - Adam S. Leffore	30
"	" Gangro Eli Devitt	30
"	" " 62 - Lewis Gashner	30
"	" " 102 - Lewis Gashner	30
"	" " 56 - Jonah Warner	30
"	" " 94 - David Snyder	30
"	" " 120 - M. Valprange	30
"	" " 66 - Aaron Frey	30
"	" " 23 - H. Ingraham	30
"	" " 104 - J. Rich	30
"	" " 16 - Sol. S. S. S.	30
"	" " 52 - L. V. N. Miller	30
"	" " 156 - J. Ferguson	30
"	" " 50 - John Campbell	30
"	" " 146 - Philip Van Kerssen	30
"	" " 141 - Jacob S. Davis	30
"	" " 66 - Sagar Iron Without C. Lading	
"	" " 16 - Sagar Iron & S. S. S.	
"	" " 156 - J. Ferguson	
"	" " 104 - J. Rich	
"	" " 52 - Lewis M. Miller	
"	" " 50 - Ephraim Whaley	
"	" " 146 - Philip Van Kerssen	
"	" " 141 - Jacob S. Davis	
"	" " 144 - J. D. B. Harbrouck	
"	" " 139 - J. D. B. Harbrouck	
"	" Columbus J. D. Schomaker	
"	" Franklin J. D. Schomaker	
28	" " N. 144 - J. D. B. Harbrouck Coal	30
"	" " 139 - J. D. B. Harbrouck	30
"	" Columbus J. D. Schomaker	30
"	" Franklin J. D. Schomaker	30
"	" " 107 - Peter Dekey	30
"	" " 60 - Eugene & Mansfield	30

Account of Arrival & Departure of Boats, 1832

July 28	Boat Gr. Washington D.C. Fairland 1st H. Pine Board	
	20 Mc Q 1/2 2 for fuel	7.10
	McLough going to returning	7.10
	Nº 3. Fred. K. Moale Coal	30
	Nº 17. Henry M. Wood	30
	United States - Isaac Davenport	30
	Nº 17. H. M. Wood Without C. Lading	
	Nº 7. Peter Decker	12.50
	Nº 7. Fred. K. Moale	
	United States Isaac Davenport	
	60. E. D. D. & Mansfield - 200 k. & 1000 to explain	
	22. J. Shaugrue - 200 k. & 1000 to explain	
	97. John Rice Without C. Lading	
	43. John Hamilton	
	97. John Rice Coal	30
	123. David Evans Without C. Lading	
	118. George S. Schert	
	49. Adam S. before	
	104. Joseph Brown	
	24. David Smith from Ellis Hill N. 1/2. Ham Mar 2. 142	
	88. John Blawhau Without C. Lading	
	83. Fred. K. Marshall	
	Gr. Hamilton - C. Murray	
30	Nº 49. Adam S. before Coal	30
	123. David Evans	30
	43. John Hamilton	30
	118. George S. Schert	30
	Scow Sapiro P. Bedford - 25 H. Pine Board 4. 34	
	mouth 25 Miles D. N.	1.50
	McLough	10. 50
	Boat Gr. Hamilton, Emma Cain Coal	30
	Nº 109. Joseph Brown	30
	24. Elbert Smith	30
	88. John Blawhau	30
	112. Alex. May du	30
	21. David Evans	30
	83. Fred. K. Marshall	30
	Scow Sapiro Joseph Phinney 28 H. Pine Board 6. 70	
	mouth 25 Miles D. N.	1.50
	McLough	8. 20

Account of Arrival & Departure of Boats 1832			
1832	July 20	Boat N ^o 57. David Catter Coal	30
		" " Eliza Edward Murray "	30
		" " Connet J. Warner "	30
		" " N ^o 158. Townsend & Poon "	30
		" " 67. Rich ^d . Jacksons "	30
		" " 98. Rich ^d . Jacksons "	30
		" " 154. Townsend & Poon "	30
		" " 151. Townsend & Poon "	30
		" " Pinner. Orin Bently 20 th N. River Road 7.50 to North Castle 25 th N. River Road 1.50 Total 9.00	
	30	Boat N ^o 112. J. Snyder. without C. facing	
		" " 26. David Huber "	
		" " 87. David Catter "	
		" " Eliza Edward Murray "	
		" " 158. Townsend & Poon "	
		" " Connet J. Warner "	
		" " 67. R. Jacksons "	
		" " 98. R. Jacksons "	
		" " 154. Townsend & Poon "	
		" " 154. Townsend & Poon "	
		" " 158. Townsend & Poon "	
		" " 121. Peter Van Buren "	
		" " 119. Peter Van Buren "	
		" " 113. B. A. Hoovers "	
		" " Amelien. J. Doty "	
		" " N ^o 133. J. L. Constant "	
	31	" " 119. Peter Van Buren Coal	30
		" " 121. Peter Van Buren "	30
		" " 158. Townsend & Poon "	30
		" " Amelien. J. Doty "	30
		" " N ^o 89. David Snyder "	30
		" " 133. J. L. Constant "	30
		" " N ^o 140. J. W. Cooper "	30
		" " 75. A. Abernethy 1/4 N. River Road 1.50 to N. River Road 1.50 Total 3.00	
		" " Albion C. Cortright Coal	30
		" " 124. Jacob S. Squire "	30
		" " 14. C. D. Van Wageningen "	30

Account of Arrival & Departure of Boats 1832

July 1	Boat #112. Capt. J. House	Coal	30
"	" " 28. Mr. Dicks	"	30
"	" " 71. J. R. Marshall	"	30
"	" " 80. J. R. Marshall	"	30
"	" " Collin E. Dickey & Mansfield	"	30
"	" " 89. David Snyder without C. Lading		
"	" " Albion C. Kestight	"	
"	" " N. 140. J. M. Cozney	"	
"	" " 75. D. Abernethy	"	
"	" " 14. Chas. B. Van Wagner	"	
"	" " 124. Jacob J. Ogden	"	
"	" " 28. Mr. Dicks	"	
"	" " 80. J. R. Marshall	"	
"	" " 71. J. R. Marshall	"	
"	" " 142. J. Warr	"	
"	" " Collin E. Mansfield	"	
"	" " N. 118. Job M. Clancy	"	
"	" " 148. Thomas & Poor	"	
"	" " 15. Mr. W. Dicks	"	
"	" " 29. Mr. Cozney	"	
"	" " 76. Chas. B. Van Wagner	"	
"	" " 9. Benj. Plankton	"	
"	" " 138. Crispin & Mansfield	"	
"	" " 95. Mr. C. Laddington	"	
"	" " 83. Chas. Van Wagner	"	
"	" " 27. James D. Smith	"	
"	" " 114. Chas. M. J. J. J.	"	
"	" " 48. J. M. Cozney	"	
"	" " 37. James D. Smith	"	
"	" " 44. John P. Kelly	"	
"	" " Elias Wright	"	

Account of Arrival & Departure of Boats 1832

[illegible]

Account of Arrivals & Departures of Boats 1832

August 4	Boat N ^o 39	Anthony Crispell	Coast	30
"	" 25	Abigail Loden	"	30
"	" 100	Peter Van Demark	"	30
"	" 115	John Scripps	"	30
"	" 136	John Warden	"	30
"	"	Commerce - Eudott Mansfield	"	30
"	" N ^o 111	Brig ^{er} Geo	"	30
"	" 108	John H. Miller	"	30
"	" 64	Nick. Mauchan	"	30
"	" 4	Jacob A. Snyder	"	30
"	"	Thos. John Carter	"	30
"	"	Orphan Boy - Ch ^l M ^c Entee	"	30
"	" N ^o 61	Jacob S. Davis	without C ^o Lading	
"	" 26	E. Bogardus	N ^o 42. Mar 7. 19. 2	
"	"	Smair - A. J. D. Van Wagner	"	
"	" N ^o 109	Ch ^l M ^c Entee	"	
"	" 54	John J. Clow	"	
"	"	Pres. A. J. D. Van Wagner	"	
"	" 95	John Whiting	"	
"	" 116	John Whiting	"	
"	"	Stephen John Carter	"	
"	" N ^o 58	Thos. McComb	"	
"	" 42	Thos. McComb	"	
"	" N ^o 119	Eudott Mansfield	"	
"	" N ^o 150	G. M. Herrick	"	
"	" 155	George Dorrance	"	
"	" 30	Thos. Van Wagner	"	
"	" 1	B. Bidwell	N ^o 256. Mar 19. 1. 0. 0	
"	"	John Marts - E. E. Depey	without C ^o Lading	
"	"	Leather Madsen	N ^o 246. Mar 15. 19. 2	
6	" N ^o 61	Jacob S. Davis	Coast	30
"	" 26	E. Bogardus	"	30
"	"	Smair - A. J. D. Van Wagner	"	30
"	" 159	Ch ^l M ^c Entee	"	30
"	" 54	John J. Clow	"	30
"	" 30	Thos. Van Wagner	"	30
"	"	Pres. A. J. D. Van Wagner	"	30

Account of Arrival & Departure of Boats 1832

1832	Aug. 6	Boat N. 114. James J. Rogers without C. Lading	
	"	" 137. W. Eckert	
	"	" 26. J. J. Clove	
	"	" 45. Morris Coles	
	"	" 59. David Lander	
	"	" 84. John A. Pitt	
	"	" 78. James Lee Bush	
7	"	" 79 in Tho. H. Newell's Coal	30
	"	" 70. for a Conklin	30
	"	" 63. Tho. Firokes	30
	"	" 41. Broadhead Dabois	30
	"	" 46. Tho. Firokes	30
	"	" 130. Cuddehull Mansfield	30
	"	" 90. John J. Clove	30
	"	" 92. Galib Birch	30
	"	" 85. John Clearwater	30
	"	" 30. John Clearwater	30
	"	" 114. James J. Rogers ^{400 T. P. Board & Port}	30
	"	" 6. John Clearwater ^{May 24th}	30
	"	" 45. Morris Coles ^{500 fine Coal by}	30
	"	" 26. J. J. Clove ^{from Coles 24th July}	30
	"	" 137. W. Eckert	30
	"	" Rendat. S. H. Jackson	30
	"	" N. 132. J. A. Davis without C. Lading	
	"	" 79. J. M. Wood	
	"	" Rendat. S. H. Jackson	
	"	" Kraalskill George Rodman N. 12 M.	30
	"	" N. 161. Tho. Newcomb	
	"	" 69. David Woolsey	
	"	" 3. John P. Davis	
	"	" 94. David Snyder	
	"	" 132. James Davis	
	"	" 86. E. J. Kent	
	"	" 38. B. A. Monte	
	"	" 160. C. M. Euter	
	"	" Spedman & Mansfield	
	"	" N. 104. J. Pickens	

Account Arrival & Departure of Boats, 1832

1892

August 7

August 7 Boat No 82. John J. Miller with Capt. C. Loring -

— a 143. D. W. Schoonmacker — a —

— 105 — George Donnan —

— " Philip Hone C. Esq. — "

No. 2 - Peter Tai Book -

— Mr. Warts — C. Elmore — a

1894 Jan 10

— " No 34. Duty on Groceries — a —
— " 153. Money on Credit —

— " — 152. *Chon. a. grat.* —
alt. alt. l.

— *Chloroceryle alpestris* —

— 11 — W. H. Samuel Esq —
— 12 — T. M. C. Esq —

— a — 135. En. M. rated 1.17.2.0

— a — a 68. Jacob Warner —

— " — 77. John Rice — " —
Edw. B.

5

— " — " by David Sanders Coal

84. John A. Post

— " — " 78. Lanes Re Book — " —

— " — " 16th. The S. & W. Creek — " —

Nicolaus Pradisl, J. B. Bidmull N.D., Leunburg

132. L. A. Davis Crac.

Smallville George Rodman

79. Keanu M. W.

131 Eudanta Marshfield 3.75. Amherst N

2. *Peta* for *Park* ^{highway}

69. David Mosley

3. John P. Davis

— n — S. John C. Davis — n —
Capt. B. B. Davis

— 11 — R. Jacob W. Redmill
In 3 copies, 1 to 100 to 1000

82 - John J. Miller

— n — 94 Dap. My. — n —

— 32. — Henry Davis —

— 11 — 86 — E. J. Kent — 11 —

— " — 60. — *Shoemaker* — " —

— " — 143. D. W. Schoonmaker — " —

— " — 38. Bright A. Moulé —

— u — 68. *Jonah's Name.* — a —

Account of Arrival & Departure of Boats 1852

Aug. 8	Boat N. 43. John Munnall with one C. Ladins	
"	" 18. Mr. Crozier	22
"	" 120. Mr. Salpaugh	34
"	" 97. Abm Rice	"
"	Usher - Eudicot & Mansfield	"
"	N. 52 L. K. N. Miller	"
"	62 - Lewis Gashere	"
"	102. Lewis Gashere	"
"	66. Sara Shary	"
"	139. J. D. B. Casbrook	"
"	144. J. D. B. Casbrook	"
"	42. Mons Kertright	"
"	Spencer & Joshua Mayan	"
"	23. Anasa Ruzakam	22
"	118. George V. Akety	74
"	16. Solomon Frey	"
9	104. J. Rich Coals	30
"	105. George Dorman	30
"	160. Charles McCutche	30
"	152. Simon Groat	30
"	Spudmill Eudicot & Mansfield	38
"	N. 135 - C. K. McCutche	30
"	Sam. Gun	30
"	Philip R. and C. Elmer	30
"	M. Wicks & Elmer	30
"	N. 34. Vincens Groat	30
"	Scow Superior - P. Rexford to Mouth Lack	9.77
	25th Pm. Board 25th Sept	2.30
	Mileage	11.87
	Boat N. 77. Abm Rice Coals	30
"	101. Abm Rice	30
"	Qui. Frithman - D. M. Farland Mouth Lack	7.12
	19th Pm. Board 25th Sept	1.30
	Mileage	8.82
"	Scow Spy - J. Shukey Mouth Lack	6.75
	14th Pm. Board 25th Sept	1.50
	Mileage	8.25
"	Scow Pioneer - Tobias Miller Mouth Lack	
	20th Pm. Board 25th Sept	7.50
	Mileage	1.50

Account of Arrival & Departure of Boats

1832			
Aug-9	Boat N ^o 120.	M. Salpaugh Coal	30
"	" 43.	John Hammell	30
"	" 97.	Ab ^m Rice	30
"	Letter -	Endicott & Mansfield	30
"	" 8.	Joseph Houghton	30
"	" 139.	J. D. B. Harbrouck	30
"	" 144.	J. D. B. Harbrouck	30
"	" 18.	M ^m Crossin	30
"	" 62.	Lewis Gaskins	30
"	" 66.	Sam ^m Freery	30
"	" 52.	J. M. K. Miller	30
"	" 146.	P. Van Kuren without loading	
"	" 105.	Solomon Gray N ^o 34. Hendrix 1. 8. 12	
"	"	Gen ^l Hamilton	
"	" N ^o 21.	David Snider	
"	" 123.	David Evans	
"	" 83.	J. B. Marshall	
"	"	Charles H. Davis	
"	" N ^o 7.	Levi Houghton	
"	" 109.	Joseph Brown	
"	" 24.	Ernest Smith	
"	" 67.	Rich ^d Jackson	
"	" 98.	Rich ^d Jackson	
"	" 89.	Sam ^l Snyder	
"	"	Columbus D. Schomaker	
"	"	Franklin J. D. Schomaker	
10	"	Spencer North Sherwood Coal	30
"	" N ^o 102.	Lewis Gaskins	30
"	" 23.	Sam ^l Ingraham	30
"	" 118.	George S. H. H. H.	30
"	" 103.	Solomon Freery	30
"	" 16.	Solomon Gray	30
"	"	Gen ^l Hamilton Lawrence Cain	30
"	" N ^o 146.	Peter Van Kuren	30
"	" 21.	David Snider	30
"	" 83.	J. B. Marshall	30
"	" 123.	David Evans	30

Account of Arrival & Departure of Vessels

1852					
Sept. 10	Port United States	Irmae Danforth	Coal	300	
	"	N ^o 57. Levi Mayhew	"	30	
	"	109. Joseph Brown	"	30	
	"	67. Rich ^d . Jackson	"	30	
	"	24. Elisha Smith	"	30	
	"	98. Rich ^d . Jackson & Coils rope 4250	"	30	
	"	Columbus J. D. Schoonmaker	Coal	30	
	"	Shanklin J. D. Schoonmaker	"	30	
	"	N ^o 89. Dan ^l . Snyder	"	30	
	"	50. John Campbell	With out S ^t . Lading		
	"	56. Jonah Warner	"		
	"	166. Bridall	"		
	"	162. Bridall	"		
	"	164. Townsend & Pory	"		
	"	96. Alex ^r . Snyder	"		
	"	165. Townsend & Pory	"		
	"	72. Alex ^r . W. Remance	"		
	"	88. John Klauhan	"		
	"	49. Adam S. Lefors	"	30	
	"	91. Adam S. Lefors	"	30	
	Sept. 11	Sept. Eclipse J. M. Lee N ^o 35. Misc S. T. P. A.			
	"	Coal N ^o 35. Jonah Warner	Coal	30	
	"	162. Bridall	"	30	
	"	166. Bridall	"	30	
	"	50. John Campbell	"	30	
	"	96. Alex ^r . Snyder	"	30	
	"	164. Townsend & Pory	Coal	30	
	"	165. Townsend & Pory	"	30	
	"	72. Alex ^r . W. Remance	"	30	
	"	88. John Klauhan	"	30	
	"	91. Adam S. Lefors	"	30	
	"	49. Adam S. Lefors	"	30	
	"	149. Wm. S. Shethy	"	30	
	"	73. Frank Moulle	"	30	
	"	17. John B. Manick	"	30	
	"	105. George Donuma	"	30	

Account of Arrival & Departures of Boats

1852	August 11	Boat N ^o 73. Fred. Moulton without C. Lading	
		" " 17. W. W. Wood	
		" " 149. Wm. J. Skiles	
		" " 87. David Cutler	
18		" " 87. David Cutler Coal	30
		" Eclips. E. Baldwin	30
		" " 163. Birdall	30
		Scow Superior. S. Penford to Mouth Lock	
		at 5. M. Pine Board 2 1/2	79.37 1/2
		Mileage	8.10.87 1/2
		Boat Genl. Washington. D. M. Paulson to M. Pine Board	
		Mouth Lock at 2.5 M. 1/2	7.12 1/2
		Mileage	1.50
		Boat N ^o 35. Vincent Benjamin	88.02 1/2
		Scow Spy. S. Thuring to Mouth Lock	
		at 6 M. Pine Board. M. Pine Board	1.77
		12 " " " " " " " "	6.75
		25 " " " " " " " "	1.30
		Mileage	8.25
		Boat N ^o 126. W. Alliger Coal	30
		" " 163. Birdall without C. Lading	
		" Eclips. E. Baldwin	
		" N ^o 35. Vincent Benjamin	
		" " 75. A. A. Hattery	
		" Coors. J. A. M. M. M.	
		" Clifton. J. A. C. Dubois	
		" Albion. Corn. K. K. K.	
		" N ^o 124. Jacob S. Vigney	
14		" " 124. Jacob S. Vigney Coal	30
		" " 75. A. A. Hattery	30
		" Albion. Corn. K. K. K.	30
		" Clifton. John C. Dubois	30
		" Coors. J. A. M. M. M.	30
		" 71. J. R. Marshall	30
		" 80. J. R. Marshall	30
		" Austin. George Rosecrantz	30
		" Collins. Indicate M. M. M.	30
		" Eliza. Edward Murray	30

Account of Arrival & Departure of Boats

1832	Boat No 80	J. R. Marshall	without C ^o Landing	
Aug th 14	71.	Detto		
	"	Mullis - George Roney		
	"	Collins - E. Mansfield		
	"	Ely - E. Murray		
	"	153. Townsend & Perry		
	"	154. Townsend & Perry		
	"	156. John Higgins		
	"	133. L. L. Constant		22
	"	107. E. Mansfield		35
	"	37. James D. Smith		
	"	134. Chas. M. Little		
	"	119. Peter Du Buck		
	"	121. Peter Du Buck		
	"	27. James D. Smith		
	"	142. Josiah Warner		
	"	113. R. W. Cooper		
	"	48. J. W. Cooper		
152	"	154. Townsend & Perry	Coac	30
	"	133. L. L. Constant		30
	"	42. Thomas Katriotic		30
	"	156. Townsend & Perry		30
	"	158. Townsend & Perry		30
	"	107. E. Mansfield		30
	"	119. Peter Du Buck		30
	"	121. Peter Du Buck		30
	"	37. James D. Smith		30
	"	27. James D. Smith		30
	"	146. Josiah Warner		30
	"	Eng. R. L. - Chas. M. Little		30
	"	48. J. W. Cooper		30
	"	110. Josiah Warner		30
	"	29. Mrs. Crozier		30
	"	12. Stephen Hart		30
	"	169. John Addison		30
	"	29. Mrs. Crozier	without C ^o Landing	
	"	110. Josiah Warner		

Account of Arrival & Departure of Boats

1852	Aug ^r 15	Boat N ^o 145. John Ferguson	Method C. Landing	
	"	" 164. John Addison	"	
	"	" 172. Stephen Hart	"	
	"	" 28. W. Ditts	"	
	"	" 15. Mrs W. Ditts	"	
	"	" 172. Theodore & Son	"	
	"	" 157. Theodore & Son	"	
	"	" 170. G. M. Herrick	"	
	"	Council Mrs Whitaker	"	
	"	N ^o 5. Com ^d L. Addison	"	
	"	" 147. Alex ^r Alliger	"	
	"	Gauges E. Detroit	"	
	"	N ^o 141. J. I. Davis	"	
	"	" 140. J. W. Cropper	"	
	"	" 7. Peter M. Decker	"	
	"	Sta. Wright. P. I. House N ^o 64. Mrs	15.21.0	
16	"	N ^o 28. W. Ditts	Coal	30
	"	" 15. Mrs W. Ditts	"	30
	"	" 145. John Ferguson	"	30
	"	" 172. Theodore & Son	"	30
	"	" 170. G. M. Herrick	"	30
	"	Council Mrs Whitaker	"	30
	"	N ^o 5. Com ^d L. Addison	"	30
	"	" 157. Theodore & Son	"	30
		Teore Superior P. Reiford to Mouth Lack		
		25. M. Pine Board 25720 p ^{er} 374		
		Mileage	1.50	
		Boat N ^o 147. Alex ^r Alliger	Coal	10.87 1/2 30
		Gauges Washington D. M ^o Hayland Mouth Lack	97.12 1/2	
		19. M. Pine Board 25. M. D. 74	1.50	
		Mileage	1.50	
	"	Gauges E. Detroit	Coal	30
	"	N ^o 140. J. W. Cropper	"	30
	"	" 7. Peter M. Decker	"	30
	"	" 141. J. I. Davis	"	30
		Paid toll on 15.232 feet Pine Board to Mouth Lack		
		of Alex ^r Ditts & Thomas not included in charges 25. M. D. 74		

Account of Arrival & Departure of Boats 1832

1832	Aug 16	Boat N ^o 60. Endicott & Mansfield	Coal	30
	"	" 138. Crispell & Roncrantz	"	30
	"	" 95. Mr C. Coddington	"	30
	"	" 22. Japh. Manguabush	"	30
	"	" 168. Townsend & Pory	"	30
	"	" 167. Townsend & Pory	"	30
	"	" 14. Chas B. Van Wageningen	"	30
	"	Atlas Wright, M ^{rs} J. Moore N ^o 4. Leaving 25. 29. 30		
	"	N ^o 138. Crispell & Roncrantz without C. lading		40
	"	" 95. Mr C. Coddington	"	
	"	" 22. Illiger	"	
	"	" 60. Ed Mansfield	"	
	"	" 167. Townsend & Pory	"	
	"	" 168. Townsend & Pory	"	
	"	" 14. Charles B. Van Wageningen	"	
	"	" 39. J. Crispell	"	
	"	" 76. M ^{rs} J. Blaushaw	"	
	"	" 9. M ^{rs} J. Blaushaw	"	
	"	" 25. Abijah Loden	"	
17	"	" 39. Anthony Crispell	Coal	30
	"	" 25. Abijah Loden	"	30
	"	" 9. M ^{rs} J. Blaushaw	"	30
	"	" 76. M ^{rs} J. Blaushaw	"	30
		Saco Spy - J. Thimney Mouth Lack 20 H ^{rs} P ^{er} Day		1.50
		Boat N ^o 25. Mr J. P. M ^{rs} J. Blaushaw		1.50
		Boat N ^o 134. Townsend & Pory	Coal	30
	"	" 148. Townsend & Pory	"	30
	"	" 117. Corn ^l J. Dubois	"	30
	"	" 65. John Carter	"	30
	"	" 138. Townsend & Pory without C. lading		
	"	" 148. Townsend & Pory	"	
	"	" 117. Corn ^l J. Dubois N ^o 82. M ^{rs} J. Blaushaw		1.0
	"	" 36. John Kildrae without C. lading		
	"	" 65. John Carter	"	
	"	" 25. John Carter	"	
	"	" 11. M ^{rs} J. Blaushaw	"	

1832

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Account of Arrival & Departure of Boats 1832

Boat	Thistle	John Carter	Coal	30
"	Conqueror	Edw. M. Mansfield	"	30
"	N ^o 115	John L. Simkins	"	30
Boat	Superior	P. Sanford	25 M. Pine Board	10.50
		Moat Lark: 25 M. Pine		1.50
		McLough		10.50
Boat	Theriot	A. J. D. Van Wagon		30
Boat	Pioneer	John Miller	Moat Lark	1.50
		20 M. Pine Board		7.50
		McLough		1.50
Boat	N ^o 40	Conch & Medaugh	Coal	30
"	Ornaalstille	George Rodman	Coal	30
"	Chlor. Bauck	John E. Karbrouck	"	30
"	Main	A. J. D. Van Wagon	"	30
"	150	G. M. Hornick	"	30
Boat	Grat. Washington	D. McArthur	from Napakto Haverhill	2.50
Boat	N ^o 45	Moss	100 M. Oak plank	30
"	Orphaan Boy	W. Van Derburg	"	30
"	N ^o 150	Edw. M. Mansfield	"	30
"	"	58	Ch. M. E. E. E.	30
"	"	55	Conch & Medaugh	30
"	"	100	Lewis T. T. T.	30
"	Argia	M. D. Verwilligen	"	30
"	"	94	Daad. Snyder	30
"	Ornaalstille	George Rodman	without C. L. L.	
"	"	150	G. M. Hornick	"
"	"	130	G. M. E. E. E.	"
"	"	58	Ch. M. E. E. E.	"
"	Orphaan Boy	W. Van Derburg	"	30
"	"	55	Conch & Medaugh	30
"	"	100	L. Van Derburg	"
"	"	94	Daad. Snyder	"
"	"	86	James E. T. T.	1.50
"	"	143	D. W. Schomaker	1.50
"	"	137	M. W. T. T. T.	"
"	"	97	Ab. Rice	"
"	Thet	Edw. M. Mansfield	1048 M. L. L.	11.11.3
"	Argia	J. R. Verwilligen	without C. L. L.	50
"	"	86	Eliza J. T. T.	"

Account of Arrival & Departure of Boats 1832

1832	Boat No. 1.	J. B. Beemle	without C. Ladings	
Aug. 20		143. D. M. Schornmayer	X	
		144. M. M. Schornmayer	X	
		94. J. M. Rice	X	
		82. John J. Miller		92
		112. Alex. Wyden		84
		114. James A. Regan		
		Rondout. J. M. Jackson		
		8. Joshua Henryson		
		116. J. M. Whitney		
		93. J. M. Whitney		
		41. Bridget Dubois		
		104. A. Riche		
		53. G. Horubek		
		161. Thos. Kavanagh		
		79. H. M. Wood		
21		143. D. M. Schornmayer	Coal	30
		137. M. M. Schornmayer		30
		11. J. M. Rice		30
		86. James E. Hart		30
		W. E. Endicott & M. M. Schornmayer		30
		143. John Whitney		30
		112. Alex. Wyden		30
		82. John J. Miller		30
		1. Jacob B. Beemle		30
		116. J. M. Whitney		30
		52. Thos. Kavanagh		30
		Rondout. J. M. Jackson		30
		114. James A. Regan		30
		8. Joshua Henryson		30
		93. J. M. Whitney		30
		116. J. M. Whitney	X	
		85. John Clearwater		30
		78. James De Bock		30
		33. John Whitney	without C. Ladings	
		78. James De Bock		
		30. Thos. Kavanagh		

Account of Arrival & Departure of Boats 1832

Aug. 21	Boat N ^o 118. George S. Akut. withal 6 ^o Ladys	
"	" 99- Josb H. Miller	"
"	" 46. Tho ^s J. Foraker	"
"	" 36 John Cleavater	"
"	" 6 John Cleavater	"
"	" 85. John Cleavater	"
"	" 31 Sam ^l Gau	"
"	" 108. Josb H. Miller	"
"	Gen ^l Hamilton Ed ^d Mearns	"
"	Speedm ^l C. & T. Mansfield	"
"	N ^o 3. John S. Davis	"
"	" 26. Josb J. Clow	"
"	" 61. Jacob S. Davis	"
"	" 32. James S. Davis	"
"	" 132. Jacob S. Davis	"
"	" 37. John S. Davis	"
"	" 101. John S. Davis	"
"	" 135. George S. Akut	"
22	" 41. Brodhead Dubois	30
"	" 104. J. Reiche	30
"	" 79. G. M. Wood	30
"	" 30. Tho ^s J. Foraker	30
"	" 161. Tho ^s J. Foraker	30
"	" 99. Josb H. Miller	30
"	" 113. Ruyr J. Davis	30
"	" 118. George S. Akut	30
"	" 36. John Cleavater	30
"	" 6 John Cleavater	30
"	" 46. Tho ^s J. Foraker	30
"	" 108. Josb H. Miller	30
"	Gen ^l Hamilton Laurence Com.	30
"	N ^o 70. G. M. Merritt	30
"	Speedm ^l C. & T. Mansfield	30
"	N ^o 3. John S. Davis	30
"	" 165. Townsend & Ford	30
"	" 32. Sam ^l Gau	30
"	" 61. Jacob S. Davis	30
"	" 132. Jacob S. Davis	30
"	" 2. Peter H. Bush	30

30
220
130

Account of Arrival & Departure of Boats 1832

August 22	Boat N ^o 152	Simon Great without Chasing	
"	" 123.	David Evans	"
"	" 165.	Thomas D. Perry	"
"	" 2.	Peter H. Parks	"
"	" 109.	Joseph Brown	"
"	" 98.	Rich ^d Jackson	"
"	" 67.	Rich ^d Jackson	"
"	" 38.	Thos. A. Moulton	"
"	" 163.	John Sherman	"
"	" 84.	John A. Post	"
"	" 90.	John J. Clow	"
"	" 15.	Wm. Corwin	"
"	" 62.	Levin Gashorn	"
"	" 144.	J. D. B. Macbrack	"
"	" 135.	Chas. McEater	"
"	" 160.	Chas. McEater	"
"	" 23.	Amasa Shugraham	"
"	" 120.	M. Salpaugh	"
"	" 20.	M. Salpaugh	"
"	" 83.	J. R. Marshall	"
"	"	John Werts - E. E. DePuy	"
23	" N ^o 26.	John J. Clow Coal	30
"	" 185.	George Derrand	30
"	" 32.	James Skettien	30
"	" 101.	Wm. Pryce	30
"	" 123.	David Evans	30
"	" 152.	Simon Great	30
"	" 77.	Wm. Rice	30
"	"	Scow Superior V. Dexter Mouth Lack ^o	30
"	"	25. M. Pige House 25. M. Pige House	30
"	"	Boat N ^o 98. Rich ^d Jackson Coal	30
"	" 109.	Joseph Brown	30
"	" 65.	Thos. D. Dora kes ^{for 25. M. Pige House}	30
"	" 67.	Rich ^d Jackson	30
"	" 90.	John J. Clow ^{for 25. M. Pige House}	30
"	" 38.	Thos. A. Moulton	30
"	"	John Werts - E. E. DePuy	30

Account of Arrival & Departure of Boats

1832

Aug 24	Boat No 19.	John Elroy	Coal	30
"	" 24	Edward Smith	"	30
"	" 49	Adam J. Lefore	"	30
"	" 102	Scov's Gardner	"	30
"	" 44	Thos P. Kelly	"	30
"	" 96	Alex. Snyder	"	30
"	" 96	Alex. Snyder	with 6' lading	12 1/2
"	" 44	Thos P. Kelly	"	"
"	" 166	J. Birdall	"	"
"	" 175	J. Birdall	"	"
"	" 174	Thos. Edwards	"	"
"	" 162	J. Birdall	"	"
"	" 50	John Campbell	"	"
"	" 103	Salmon Green	"	"
"	" 87	David Cullen	"	"
"	"	Clinton John C. Davis	"	"
"	"	Albin Corn. Cortright	"	"
"	" 154	Thomas Pory	"	"
"	" 108	Thomas Pory	"	"
25	"	Albin Corn. Cortright	Coal	30
"	" 160	J. Birdall	"	30
"	" 175	J. Birdall	"	30
"	" 43	John Hammett	"	30
"	" 174	Thos. Edwards	"	30
"	" 162	J. Birdall	"	30
"	" 50	John Campbell	"	30
"	" 103	Salmon Green	"	30
"	" 154	Thomas Pory	"	30
"	" 108	Thomas Pory	"	30
"	"	Clinton John C. Davis	"	30
"	" 75	Abel Hirsthy	"	30
"	" 74	Chas. McJannet	"	30
"	Scow Spy	P. L. Tyler	with 1/2 lading	140
"	"	44 St. Pat. 2000	"	2 1/2
"	"	"	"	1 1/2
"	"	"	"	3 1/2
"	Boat No 89	Daniel Snyder	Coal	30
"	" 87	David Cullen	"	30
"	"	Connecticut Josiah Warner	"	30

Account of Arrival & Departure of Boats

1832

Aug. 25	Boat N. 106	Alex. Snyder	Coal	30
"	" 72	A. H. Hermann	"	30
"	" 56	Jonah Warner	"	30
"	"	Phillip Howe	"	30
"	" N. 89	Dan Snyder	without C. Lading	
"	" 75	A. Abernethy	"	
"	" 106	Alex. Snyder	"	
"	" 74	C. P. McEntee	"	
"	"	Connecticut Jonah Warner	"	
"	" N. 56	Jonah Warner	"	22 42 1/2
"	"	Phillip Howe	"	
"	" N. 72	A. H. Hermann	"	
"	" United States	Francis Davenport	"	
"	" 42	Moses Kortright	"	
"	" 105	George Dorrance	"	
"	" 91	Adam S. Leferre	"	
"	" 107	Eubert & Mansfield	"	
"	" Dan State	James Morris	107 - Lumber	\$25.57
Monday 27	"	United States	Francis Davenport	Coal 30
"	" N. 42	Moses Kortright	"	30
"	" 91	Adam S. Leferre	"	30
"	" 105	George Dorrance	"	30
"	" 107	Eubert & Mansfield	"	30
"	"	Scow Superior	P. Parfitt Mouth Lack	
"	"	25. Mr. Pine Board	25. Mr. Pine Board	28 1/2
"	"	25. Mr. Pine Board	25. Mr. Pine Board	1.30
"	"	Scow Pioneer	James Thayer Mouth Lack	
"	"	25. Mr. Pine Board	25. Mr. Pine Board	8 1/2
"	"	25. Mr. Pine Board	25. Mr. Pine Board	12 1/2
"	"	Boat N. 60	Meph B Van Wageningen	Coal 30
"	" 37	James D. Smith	Coal to Portland	30
"	"	Athenian	J. N. Cooper	" 30
"	" N. 35	Kenneth Kaganin	"	30
"	"	Utter	E. 4 Mansfield	" 30
"	" 149	A. D. Rietmeyer	"	30
"	" 12	Stephen Kait	"	30
"	"	Franklin	J. D. Schomaker	" 30
"	" N. 60	Meph B Van Wageningen	without C. Lading	
"	"	Athenian	J. N. Cooper	"

Account of Arrival & Departure of Boats

1832	August 27	Boat No. 37	James D. Smith	without	C. Ladog	
"	"	35	Vincent Haquies	"	"	
"	"	116	E. & Mansfield	"	"	
"	"	131	E. & Mansfield	"	"	
"	"	12	Stephen Hart	"	"	
"	"	149	A. H. Rightmyer	"	"	
"	"	71	J. B. Marshall	"	"	
"	"	86	Detto	"	"	
"	"	Franklin	D. Schramm	"	"	
"	"	No. 126	Elijah Alliger	"	"	
"	"	172	Thompson & Perry	"	"	
"	"	Columbus	D. Schramm	"	"	
"	"	157	Thompson & Perry	"	"	
"	"	Elijah	Edm. Murray	"	"	
"	"	No. 84	Elijah Alliger	"	"	
"	"	57	Alburt Devitt	"	"	
"	"	21	Agnes M. Jackson	"	"	
"	"	121	Peter W. Park	"	"	
"	"	119	Peter W. Park	"	"	
"	"	25	Abijah Loder	"	"	
"	"	147	Alexander Alliger	"	"	
"	"	39	Anthony Criswell	"	"	22
"	"	40	Chas. Doty	"	"	26
"	"	17	W. M. Mayo	"	"	
"	"	73	Thos. Wheeler ^{Moulton}	"	"	22
"	"	170	E. M. Herrick	"	"	27
"	"	95	M. C. Gooding	"	"	
"	"	110	Joel H. Miller	"	"	
"	"	60	Endicott & Madenfeld	"	"	
"	"	138	Criswell & Hamer	"	"	
"	"	163	Jo. Birdsell	"	"	
"	"	84	Thos. Faircomb	"	"	
"	"	176	James Birdsell	"	"	
"	"	164	John Eddis	"	"	
"	"	134	L. B. Coutant	"	"	
"	"	47	Thos. Newcomb	"	"	400
"	"	7	Peter W. Devitt ^{Dickens}	"	"	27

Account of Arrival & Departure of Boats

1852

August 27	Boat No 168. Thomas & Port without C. Ladings	22
"	" " 156. Thomas & Port	27
"	" " 167. Thomas & Port	"
"	" " 168. Thomas & Port	"
28	" " No 71. J. B. Marshall	30
"	" " 80. J. B. Marshall	30
"	" " 172. Thomas & Port	30
"	" " 126. Elijah Allie	30
"	" " Columbus J. D. Schoonmaker	30
"	" " 39. Anthony Crispell	30
"	" " 157. Thomas & Port	30
"	" " 131. E. W. Mansfield	30
"	" " Eliza - Edward Murray	30
"	" " No 34. Elijah Allie	30
"	" " 21. Saml. W. Jackson	30
"	" " 57. Albert Devitt	30
"	" " 147. J. B. Allie	30
"	" " 119. Peter De Bask	30
"	" " 121. Ditto	30
"	" " 78. Fred. M. Moul	30
"	" " 25. Abijah Loday	30
"	" " 17. Henry M. Hays	30
"	" " 7. J. M. Decker	30
"	" " 95. Mrs. C. Gooden	30
"	" " 170. G. M. Hornick	30
"	" " 40. George Bonar	30
"	" " 163. James Birdall	30
"	" " 40. Thomas & Port	30
"	" " G. B. & W. Blauhan without C. Ladings	
"	" " 29. Wm. Crossen	"
"	" " 65. John Carter	"
"	" " 26. Wm. Davis	"
"	" " 15. W. M. Davis	"
"	" " 142. Josiah Warner	"
"	" " 187. Corl. J. Dubois	"
"	" " 174. Chas. McEata	"
"	" " 143. Thomas & Port	"
"	" " 140. J. M. Coffin	"
"	" " 131. Thomas & Port	"

Account of Arrival & Departure of Boats 1832

Aug-30	Boat No 12 poleon John Carter	Coac	30
	Scoro Superior	25. At. Pine Millage	9.77 1/2
		North Lucke	1.52
			10.87 1/2
	Boat No 5. C. L. Adams	Coac	30
	" " 22. Joseph Manganabagh	"	30
	" " 125. John Carter	"	30
	" " 145. John Ferguson	"	30
	" " 136. John Madras	"	30
	" " 110. Kieft. Gue	"	30
	" " 141. Jacob L. Davis	"	30
	" " 92. Caleb Birch	"	30
	" " 76. Ch. B. Van Wagne	"	30
	" " 115. Jeph. Le Sueur	"	30
	" " 45. Moses Cole	Coac to Neighbors	2.05 30
	" " 141. Jacob L. Davis	without C. Lading	
	" " 76. Ch. B. Van Wagne	"	
	" " 92. Caleb Birch	"	
	" " 115. Jeph. Le Sueur	"	
	" " 13. John Bottwick	"	
	" " 45. Moses Cole	"	
	" " 14. Ch. B. Van Wagne	"	
	" " 64. Nickl. Blaushau	"	
	" " Comptroller E. W. Mansfield	"	
	" " Major A. J. D. Van Wagne	"	
	" " 171. Townsend & Pord	"	
	" " 153. Townsend & Pord	"	
	" " 180. J. Priddall	"	
	" " President A. J. D. Van Wagne	"	
	" " No 122. James I. McGee	"	
	" " 127. James I. McGee	"	
	" " 128. James I. McGee	"	
	" " 159. Cpl. McEntee	"	
	" " 177. James Cairdall	"	
	" " 100. C. Conklin	"	
	" " Maurik Hart. C. Elmore	"	1.57
	" " 4. Jacob A. Heyden	"	
	" " 150. G. M. Herrick	"	

Account Arrival & Departure of Boats

1832	August 31	Boat	Apr. Waggoner	D. McFarland	North Ledge	7.12	
			19. M. Van Buren	25. M. 1/2	\$1.50		
			Midway			\$8.52	
		N. 14.	C. A. Van Wagner	Coal		30	
		" 84.	Nich. Blushan	"		30	
		" 13.	John Bostwick	"		30	
		"	Commerce	E. Mansfield	"	30	
		"	Maui	A. J. D. Van Wagner	"	30	
		"	171.	Townsend & Poon	"	30	
		"	153.	Townsend & Poon	"	30	
		"	President	A. J. D. Van Wagner	"	30	
		"	N. 180.	James Birdwell	"	30	
		"	" 122.	James I. McCue	"	30	
		"	" 127.	James McCue	"	30	
		"	" 128.	James McCue	"	30	
		"	" 159.	Ch. McCue	"	30	
		"	" 10.	J. G. Conklin	for per diem	30	
		"	" 4.	John McCue	"	30	
		"	" 150.	G. M. Herrick	"	30	
		"	" 97.	John Rice	"	30	
		"	" 97.	John Rice	Westward	30	
		"	" 16.	Salomon Sherry	"		
		"	" 54.	John J. Clow	"		
		"	" 40.	Colich & Meddab	"		
		"	" 130.	Endicott & Mansfield	"		
		"	" 94.	Dea. Vignau	"	12	
		"	" 100.	P. Van Denmark	"	15	
		"	" 33.	John Whitaker	"		
		"	" 79.	H. M. Wood	"		
		"	" 143.	D. W. Schrommeyer	"	57	

Weekly Newspaper Columns of News and Notes about the Gravity Railroad, January 4, 1884-December 30, 1884

Given below, in chronological order, are selected weekly newspaper columns of news and notes about the D&H Gravity Railroad and the D&H steam line (Valley Road), and the Jefferson Branch of the Erie Railroad that were published in the *Carbondale Leader* and the *Carbondale Advance* in the period September 15, 1882—October 28, 1892.

The titles of these weekly columns vary, as do the journalists who wrote them.

Gravity Notes, published in the *Carbondale Leader*, in the period September 15, 1882—May 7, 1886, were written by “Mountaineer,” “Wide Awake,” and “Wideawake.” The focus of these columns is, of course, the D&H Gravity Railroad.

Railroad Matters, published in the *Carbondale Leader*, in the period February 9, 1883—September 4, 1883, are all unsigned. The focus of these columns is both the Gravity Railroad and the D&H steam line (Valley Road), and the Jefferson Branch of the Erie Railroad.

Railroad Notes, published in both the *Carbondale Leader* and in three issues of the *Carbondale Advance*, in the period March 22, 1884—September 9, 1892, have many different signatures on them: 32 O. K., Switch Key, Step Link, Cracked Wheel, Ecnrcitec, Cracked Head, C_____D H_____D, P. R. V., New Signals, and E. C. Centric. The focus of these columns is both the Gravity Railroad and the D&H steam line (Valley Road), and the Jefferson Branch of the Erie Railroad.

Some Railroad News, published in the *Carbondale Leader* of November 13, 1890, is about the Gravity Railroad, the D&H steam line (Valley Road), the Jefferson Branch of the Erie Railroad, and the Pennsylvania Rail Road Company.

Nine different column titles are given for Gravity Railroad news and notes in the *Carbondale Leader* in the period March 3, 1887—October 28, 1892. An author’s name is not given on any of these columns, the various titles of which are: *Gravity Happenings*, *Along the Gravity*, *From the Gravity Planes*, *Notes from the Gravity*, *Notes from the Gravity Road*, *From the Gravity Road*, *Along the Gravity Road*, *Up on the Moosic*, *Along the Planes*.

These columns of news and notes about the Gravity Railroad are all very interesting historical documents. Frequently they contain facts about the Gravity Railroad that are recorded nowhere else. Frequently, as well, they contain comments and observations of a gossipy/in-crowd nature which were understood/fully comprehended only by Gravity employees at the time. These columns are always interesting, to be sure, and we have learned a lot in reading them all.

All of these newspaper columns of news and notes exclusively about the Gravity Railroad will be published in Volumes VII, VIII, IX, and X of this series on the Delaware and Hudson Canal Company's Gravity Railroad.

In Volume VII we presented the columns for the period September 15, 1882—November 30, 1883.

In the present volume, Volume VIII, we will publish the columns for the period January 4, 1884—December 30, 1884.

In Volume IX, we will publish the columns for the period January 2, 1885—May 29, 1885.

In Volume X, we will publish the columns for the period June 2, 1885—October 28, 1892.

Here, then, are the newspaper columns of news and notes about the Gravity Railroad (all of these columns are titled *Gravity Notes*) that were published in the *Carbondale Leader* and the *Carbondale Advance* in the period January 4, 1884—December 30, 1884.

GRAVITY NOTES.

How does the prospect for the next three months strike you?

Mrs. F. M. Osborn has been quite sick this week.

Mrs. Miner Stark, of West Nicholson, visited her parents, Mr. and Mrs. Richard Udy, at the foot of No. 8, last week, returning home on Monday.

Misses Blanche and Nellie Freeman, of Scranton, were the guests of their uncle, C. L. Stanton, at No. 9, last week.

A. B. Baker, of Hyde Park, made a short visit on the mountain on Monday last.

Henry Lippert visited friends in Wayne county last week.

Emmet Swingle, of No. 4, was on the sick list last Monday.

Wesley Walker met with a painful accident last Friday at Shepherd's crook, where he was engaged in hauling logs. The cant-hook with which he was rolling a log slipped and in some manner struck him in the mouth, cutting it fearfully.

Mrs. William Cole, formerly of Carbondale, but now living near No. 16, is seriously ill.

Mr. Milton Shaffer received a letter last Saturday from G. W. Berry, formerly on the gravity, but now a successful farmer in Fillmore county, Minnesota, in which he says his family are enjoying the best of health and that he is very much pleased with his western home. His many friends on the gravity will be pleased to learn that George is doing so well. We wish him continued prosperity.

Miss Alice Miller, of Honesdale, visited her mother, Mrs. Charles Monk, at No. 4, last week.

The boys are still expecting that box of cigars, but blessed are they that expect nothing for they shall not be disappointed.

No. 4 chapel Sunday school closed last Sunday for the winter after a very successful year.

Through the kindness of the conductor and brakemen of the Honesdale passenger train, subscribers on the mountain line of the gravity will receive their LEADER Friday afternoons during the half time.

Charlie Gilmartin says when a man sells him dead trees and wants full price for them and says dead trees are good enough for the Irish, he is going to kick, and we don't blame him for kicking.

Did you miss the gravity notes last week. We ask your pardon, and, like half time, we will be on hand hereafter.

The Christmas tree exercises at No. 4 chapel were a grand success. The tree was much admired by all who saw it. Rev. L. C. Floyd received a well filled purse from the people of No. 4. C. L. Stanton, superintendent of the Sunday-school, was the recipient of a beautiful easy chair from the members of the school. Other beautiful presents were received by nearly every one around No. 4 hill, and last, but not least, John C. Davies was presented with a pair of fat chickens for his Christmas dinner. It is unnecessary to state that J. C. D. enjoyed his present hugely.

Thomas Pengally met with a narrow escape last week in the rock cut at Shepherd's crook. He was engaged with others in running the side plow, better known as the "Flying Devil", and as they made the short curve at that point lost his balance and fell backwards off the car. Wallace Dimock saw him fall and with a thought like a flash he drew in the wing and saved Tommie from serious injury, if not instant death. As it was his escape was miraculous.

One solitary copy of the *Advance* finds its way up the gravity, and the boys call it the "Astonisher", because they are always astonished to find anything in it.

WIDEAWAKE.

"Wesley Walker met with a painful accident last Friday at Shepherd's Crook, where he was engaged in hauling logs. The cant-hook with which he was rolling a log slipped and in some manner struck him in the mouth, cutting it fearfully."

Thomas Pengally falls from Gravity snow plow, the "Flying Devil," at Shepherd's Crook and miraculously escapes death.

GRAVITY NOTES.

Tuesday and Wednesday last were large days for railroading.

Alexander Ball, sr., of No. 9, returned home on Monday last from Port Jervis where he had been visiting for the past two weeks.

Mr. and Mrs. William Histed, of Carbondale, visited their parents, Mr. and Mrs. Stephen Histed, at No. 17, last Saturday.

Mr. and Mrs. Charles Monk entertained friends from Honesdale last Friday.

Mrs. G. W. Baker and Miss Josephine Skeels, of Carbondale, were the guests of Mrs. Wm. Cole, near No. 16, last Sunday.

Miss Ella Aldrich, who has been spending the past few months at No. 7, returned to her home in New York last Friday, and one young man on the gravity is downhearted in consequence.

On account of the scarcity of water Racket Brook breaker was idle last Tuesday afternoon.

An eccentric rod broke at No. 19 last Tuesday P. M., delaying the passenger train over an hour. WIDEAWAKE.

"On account of the scarcity of water Racket Brook breaker was idle last Tuesday afternoon."

"An eccentric rod broke at No. 19 last Tuesday P.M., delaying the passenger train over an hour."

GRAVITY NOTES.

Henry Inch is a new subscriber to the LEADER this week. Who will be the next?

John Bate, fireman at No. 6, was on the sick list last Monday.

R. E. Weed is willing to put up money that he has a hand sleigh that can outrun any sleigh in Carbondale.

George Correll called on the gravity boys on Monday last.

Jess Cary took a sleigh ride over the snow blockaded roads of Greenfield last Sunday.

Geo. Foster spent Friday and Saturday last with friends in Scranton.

Wm. Morrison has his ice house nearly filled with ice.

Wm. McMullen, George McMinn and Thomas Marshall each have painful reminders that the flying machine is a bad thing to handle.

Mr. Miller, of Pleasant Mount, was the guest of his son Charlie, at No. 9, last Tuesday.

James Bryden has resigned his position at No. 1 and gone to work in the mines.

Frank Faulkner celebrated his thirty-second birthday on Tuesday last. About fifteen years of that time he has held the position he now occupies.

The boiler house at No. 18 has recently been reshingled.

Two of our gravity young men attended a donation last week. One of them lost his overshoes but found them again under peculiar circumstances.

The D. & H. blacksmiths have been doing an extensive job at No. 4. Some of them are fond of riding down the planes on pulley cars after they get through work at night, but when a part of the men start down in advance of the others and kick snow on the rail so that the pulley cars can't run and the boys have to walk and carry the car it don't vas any fun, aint it?

The D. & H. have their ice houses pretty well stocked with ice taken from No. 7 pond.

A large gang of Italians have been at work on the gravity this week clearing the snow and ice from the track.

The gravity men between Carbondale and Honesdale were paid on Monday last.

Last Wednesday morning was an old tickler for railroad men.

Charlie Monk recently purchased of L. Marshall a beautiful cabinet sewing machine and presented it to his wife.

WIDEAWAKE.

"Wm McMullen, George McMinn and Thomas Marshall each have painful reminders that the flying machine [the D&H Gravity snow plow] is a bad thing to handle."

John Bate is the fireman at No. 6.

"The boiler house at No. 18 has recently been reshingled."

D&H blacksmith now doing an extensive job at No. 4.

"A large gang of Italians have been at work on the gravity this week clearing the snow and ice from the track."

"The D. & H. have their ice houses pretty well stocked with ice taken from No. 7 pond."

GRAVITY NOTES.

Wallace Dimock is the foreman of the mountain line, i. e., the D&H Gravity Railroad.

→ Mr. Wallace Dimock, foreman of the mountain line, has been confined to his home this week with a severe attack of neuralgia.

The recent powder mill explosion split a slab in Richard Udy's cellar at No. 8 foot.

"The recent powder mill explosion split a slab in Richard Udy's cellar at No. 8 foot."

Henry Vail, of No. 7, is boarding with Mr. Levi Bennett, of No. 4.

The Ensign Brothers, Onzy and Ed. are to start next week to seek their fortunes in the sunny South.

Patrick Powderly, son of H. W. Powderly, met with a severe accident last Tuesday. . . "

→ Patrick Powderly, son of H. W. Powderly, met with a severe accident last Tuesday. He was running to stop a car which had become detached from the train and slipped and fell. In his attempt to get upon his feet he threw his hand upon the rail, two wheels passing over it, crushing it badly. Fortunately, no bones were broken.

Wm. Lee was laid up last Tuesday, having had a toe badly jammed by the cars.

Handy says that dog at Olyphant got a death grip on him, but "dot dog don't vas live ony more already."

The ten mile level against the world for late quits.

Charles Monk and wife are visiting friends in Honesdale this week.

Niccoly, one of the Italians in Henry Lippert's gang, is quite a jig dancer.

WIDEAWAKE.

George Correll now
works on the Gravity
log train.

GRAVITY NOTES.

Half-time for one month more at least.

George Correll has given up work on the valley road and accepted a position on the gravity log train.

Thomas Farrell is in Scranton this week doing jury duty.

Mr. Wallace Dimock resumed work on Saturday last.

J. E. Ketchum had his colt hitched to a cutter last week for the first time and he has reason to be proud of the little beauty, for it drove off in good style.

Jud Foster has left 28 head and gone over to the branch again.

Last Saturday was the coldest day of the season.

One of our gravity boys tried the lumber business last week and froze his feet. He won't try it again.

All right, "Faithful;" we will instruct our gravity boys as you suggest.

Every one on the gravity was saddened last Monday morning when the news reached us that our old friend and fellow brakeman, "Chirp" Robbins, had fallen from a box car on the branch and had one arm severed from his body. Inquiry proved it to be only too true. Ed. has many true friends on the gravity who will sympathize with him in this, one of the most terrible accidents that can befall a man in this life.

Michael Rourke, foreman at No. 12 has been suffering this week from a throat difficulty.

J. E. Ketchum and C. L. Stanton are having some little difficulty with the parties for whom they are getting out lumber, but we trust that the trouble will be amicably settled.

Michael Rourke
is the foreman at
No. 12.

"George Correll has been transferred from the log train to No. 2 foot."

"Morris Lavy, formerly at No. 3, has accepted a position on the head of 28."

"Mr. Pierce Butler has placed indicators on engines 1 and 8 which work to perfection. The engineer can now tell exactly where the trip is from the time it leaves the foot until it is over the angle at the head, making it as safe to run at night as through the day."

"The patent slate pickers have been put in at Racket Brook breaker."

GRAVITY NOTES.

Slide, slippery, slush, last Wednesday.

Mrs. John Wilson, of Carbondale, was the guest of her sister, Mrs. Chas. Colbath, at No. 6, on Wednesday.

George Correll has been transferred from the log train to No. 2 foot.

Morris Lavy, formerly at No. 3, has accepted a position on the head of 28.

James Oliver, formerly at No. 2 foot, has joined the Mulligan Guards at No. 3.

P. J. Foster was confined to his home last Tuesday and Wednesday with a severe cold.

Mr. Pierce Butler has placed indicators on engines 1 and 8 which work to perfection. The engineer can now tell exactly where the trip is from the time it leaves the foot until it is over the angle at the head, making it as safe to run at night as through the day.

Will Tillsley, who was injured on the valley road some time ago was along the gravity last Wednesday taking orders for tea and coffee, and judging from the number of names he has on his order book, we should think he is doing a good business.

Mr. Hiram Hudson, foreman of the Waymart division of the gravity, attended the "Lights o' London," at Scranton last Saturday evening.

The gravity passenger trains were pulled from Honesdale to Waymart by a locomotive during the last three days of last week.

There is a prayer meeting held at No. 4 chapel each Sunday evening. All are invited to attend.

An ice storm last Tuesday morning delayed the Honesdale passenger train three hours.

The patent slate pickers have been put in at Racket Brook breaker.

Mrs. Emory Ralls, of No. 9, has been seriously ill this week.

R. E. Weed, Jess Cary and the "Tip-up" went fishing yesterday on the Stanton pond.

Jonah Stiles and wife are spending the winter with the former's mother at No. 4.

Frank Faulkner says there is some compensation in the three days' suspension each week,—he can be a gentleman half of the time.

Peckville may have some good checker players, but R. E. W. took the starch out of some of them last week.

WIDEAWAKE.

"James Oliver, formerly at No. 2 foot, has joined the Mulligan Guards at No. 3." The Mulligan guards?

Hiram Hudson is the foreman of the Waymart division of the Gravity .

"The Gravity passenger trains were pulled from Honesdale to Waymart by a locomotive during the last three days of last week."

GRAVITY NOTES.

The G. A. R. boys, of Waymart, will have a picnic to-night.

The latest arrival on the gravity is a baby boy at the home of Mr. Geo. Chapman at No. 6.

Charles Amey, of No. 19, attended the funeral of an uncle in Salem, Wayne cos, on Monday last.

The Italians, who have been employed as track hands on the gravity for the past few months, have all resigned to seek employment elsewhere; but as Richard Udy says, "let 'em go, us won't go after 'em."

The gravity men between Olyphant and Carbondale were paid on Monday last and those between Carbondale and Honesdale on Wednesday.

The Polanders, who have been employed as slate pickers at Racket Brook breaker, have gone to Harrisburg where they have steady employment. "Let 'em go."

S. A. Dilts, foreman at No. 1 foot, received a valentine this week. It's a beauty. If you don't believe it ask "Frank."

The youngest daughter of Mr. and Mrs. F. M. Osborne has been seriously ill this week.

Conductor Rosser has been running the valley passenger train this week during the illness of Conductor Skeels. Ed. Hubbard has been conducting the gravity train.

The boys who fished on Stanton pond last week returned home with all the fish they could carry.

The engineer's house at No. 7 has a deserted appearance.

The D. & H. blacksmiths have put over three thousand new rivets in the boilers at No. 4. The job cost the company over five hundred dollars but the boilers are now in first class order.

James Monk has decided to remain on the gravity for the present.

Alexander Ball, jr., formerly on the gravity, is now breaking on an Erie passenger train.

C. L. Stanton has commenced taking down his old house preparatory to building a new one.

The LEADER is a welcome guest on the gravity.

For the week ending last Wednesday evening the people at No. 9 have been overshadowed with a dense fog.

The patent slate pickers do not give the most perfect satisfaction at Racket Brook breaker.

Wesley Walker is running out a large stock of logs at Shepard's Crook this winter.

The coal that is being run over the gravity this winter is nearly all transferred into Erie cars and sent to market instead of stocking it in Honesdale as formerly.

Willis Andrews, head brakeman on Conductor Darrick's train, met with almost instant death on G level last Wednesday. He jumped from the moving train to drive some cattle from the track, and in some way stumbled and fell, and before he could regain his feet the cars were upon him. One leg was frightfully mangled and the shock was so great that he only lived a few moments after the accident. He was a single man about 21 years old. His parents live near Seelyville, Wayne county. He boarded with Mr. Darrick in Peckville.

WIDEAWAKE.

"The Italians, who have been employed as track hands on the gravity for the past few months, have all resigned to seek employment elsewhere. . ."

"The gravity men between Olyphant and Carbondale were paid on Monday last and those between Carbondale and Honesdale on Wednesday."

"The Polanders, who have been employed as slate pickers at Racket Brook breaker, have gone to Harrisburg, where they have steady employment. . ."

"The patent slate pickers do not give the most perfect satisfaction at Racket Brook breaker."

"The coal that is being run over the gravity this winter is nearly all transferred into Erie cars and sent to market instead of stocking it in Honesdale as formerly."

Willis Andrews killed on G level last Wednesday. See page 252 herein for follow-up article in *Gravity Notes* of March 21, 1884.

"The D. & H. blacksmiths have put over three thousand new rivets in the boilers at No. 4. The job cost the company over five hundred dollars but the boilers are now in first class order."

"The engineer at No. 8 has been relieved from duty for the present. Extra engineer Baley is running the engine."

James Bullock of Clinton township, aged about 60 years, died last Sunday.

GRAVITY NOTES.

Last Wednesday was a regular old Marcher.

Mr. John Carrell was on Monday last presented with a son.

Mr. and Mrs. Richard Wonnacott, of No. 9, have been visiting friends in Port Jervis for the past week.

Charlie Bailey was flagging on the Erie one day last week.

Harry Lippert's Dick says it would now be in order for Johnny Milligan, jr., to pay for the oil and coal he burns at his father's house on Sunday nights.

Mr. and Mrs. David Wolcott, of Carbondale, spent Sunday last with the former's parents, Mr. and Mrs. Frank Wolcott, at No. 7.

The engineer at No. 8 has been relieved from duty for the present. Extra engineer Baley is running the engine.

A son of Mr. Frank Hollenback, of Waymart, had a tumor removed from his shoulder this week. He is now doing well under the skillful treatment of Dr. Burnett, of Carbondale.

There was but little excitement in Canaan township over the recent election.

John Gunsauls, of the Summit, is soon to start for California where he expects to do much better than working on half time. We wish him health and prosperity in his undertaking.

The D. & H. are making some improvements at No. 3.

There is one place where the people do not fear a flood, and that is at No. 9, 2,000 feet above the level of the sea.

Miss Delia Day, of Scranton, and Miss Jennie Day, of South Canaan, were the guests of Mr. and Mrs. Mark Inch, of No. 11, on Sunday last. They also called on Mr. and Mrs. Emory Rolls, of No. 9, on Saturday evening.

F. M. Osborn was re-elected Judge of election in the Northeast part of Carbondale township on Tuesday last.

Mrs. Justus Cary, of No. 9, went to No. 13 of the Penn'a. gravity on Wednesday 1st to see Mr. Cary's sister who is dangerously ill.

Mr. James Bullock, who has resided about three miles above Waymart, in Clinton township, for a number of years, died very suddenly last Sunday evening, aged about 60 years. He was one of the most influential members of the Waymart M. E. church. He was a man respected by all, and in his death the wife has lost a kind husband, and the children a loving father. The funeral was held on Wednesday from the Waymart M. E. church, interment at Canaan Corners.

WIDEAWAKE.

The head of Plane No. 9 is 2,000 feet above the level of the sea.

GRAVITY NOTES.

Malon Pruner would make a first class tumbler.

R. E. Weed went to No. 12, Penna. gravity, last week, and played checkers with G. M. Patterson. Of course, our player came out ahead.

Charlie Bailey had a too badly jammed last week while loading stone on the valley road.

Will Foster, formerly of Waymart, has accepted a position on a Peckville train.

James Monk has an offer of a paying position in New York city.

Mrs. William Auger, of Carbondale, was the guest of her parents, Mr. and Mrs. Simon Penwarden, of No. 17, on Sunday last.

John Fitzsimmons, of the *Sunday News*, made his parents a brief visit last Friday.

Mr. George Keen and wife, of southern Dakota, who have been spending the winter with friends at Waymart, expect to return to their home next week.

Conductor Rosser's train came out last Saturday with a new baggage car. It is one of the handsomest cars in this part of the country.

Pat Powderly says he thinks the buckwheat crop will be good in South Canaan next fall. He visits over there the last three days of each week.

A trip of loaded cars got loose at No. 11 head last Monday and running the entire length of the plane the cars were reduced to flinders.

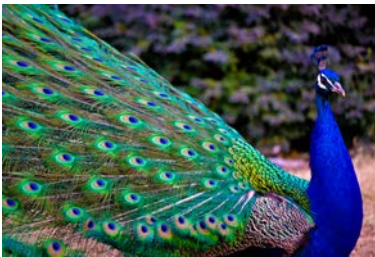
A beautiful peacock owned by Hiram Hudson, of No. 12, attempted to fly across the track on Monday last and had its tail cut off by a trip of light cars. It was a bird highly prized by Mr. Hudson.

Mrs. William Cole, of No. 16, who has been seriously ill for the past three months has so far recovered as to be able to visit her friends at Carbondale this week.

The majority of the men employed on the gravity have only worked twelve days this month making a total of eighteen dollars and sixty cents; but, notwithstanding these discouraging prospects, the boys seem to be resigned to the inevitable 'what can't be cured must be endured, etc.'

Mrs. Eneas Enslin, sister of Wint and Justus Cary, died at her home near No. 13, Penna. gravity, on Saturday last, aged 37 years. She leaves a husband and eight children.

WIDIAWAKE.



"A beautiful peacock owned by Hiram Hudson, of No. 12, attempted to fly across the track on Monday last and had its tail cut off by a trip of light cars. It was a bird highly prized by Mr. Hudson."

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"Mrs. Eneas Enslin, sister of Wint and Justus Cary, died at her home No. 12, Penna. gravity, on Saturday last, aged 37 years. She leaves a husband and eight children."

GRAVITY NOTES.

George Foster resumed work last Saturday.

Barney Rourke, of the summit has been quite sick this week with an attack of fever.

Mr. Hiram Inch has purchased a house and lot in Waymart of John Berry. Consideration \$1,000.

Ed Robbins spent Sunday last with friends at Waymart. He also called on the light track boys on Tuesday.

Mrs. Milton Shafer has been suffering with a severe sore throat this week.

John Gunsauls expects to start for California on or about April first.

George Keen and wife started for their Dakota home last Saturday. Mrs. Wallace Case accompanied them as far as Scranton.

John Berry, of Waymart, has purchased the Bronson residence on Canaan street, Carbondale, and will remove thither next month.

"The main rope on No. 7 broke on Tuesday last, delaying the coal for over an hour."

→ The main rope at No. 7 broke on Tuesday last, delaying the coal for over an hour.

Nearly every man at work on the gravity last Friday had some part of his body frozen.

← "Nearly every man at work on the gravity last Friday had some part of his body frozen."

Well, no, George, I don't think a man can make maple syrup out of birch sap; not this year, but many a time.

Frank says he thinks where there are two men with but little to do they might keep fire enough to warm his PIE when he gets ready to eat his dinner.

WIDEAWAKE.

GRAVITY NOTES.

The gravity men are expecting full time after this month.

Sid Colwell has left the gravity and accepted a brake on the steam road.

Nicholas Flood, of No. 2, resigned his position on Wednesday last.

Fred Kepler would rather play checkers than hunt coons.

J. E. Ketchum will remove from the Foster place to his own house at No. 9, on April 1st, his five years lease having expired on that date.

George Chapman now works in the D. & H. car shops at Carbondale.

George Chapman, of No. 6, has accepted a position in the D. & H. car-shop at Carbondale.

Milton Shafer, of No. 9, took a piece of ice from a small twig on one of his pear trees on Monday last that measured over two inches in diameter. How is that for hicc.

Barney Rourke resumed work last Monday.

The round-house seems to be quite a receptacle for gravity road slings. Look a little oud boys.

The Italians resumed work on the gravity on Monday last.

On account of the severe snow and ice storm the morning passenger train from Honesdale was five hours late.

"The gravity men are expecting full time after this month."

"On account of the severe snow and ice storm the morning passenger train from Honesdale was five hours late."

"A car used for running out ashes at No. 15 got started from the ash heap on Tuesday and ran into the fire-room breaking the feed pipe and delaying the light cars until 9 p. m."

A car used for running out ashes at No. 15 got started from the ash heap on Tuesday and ran into the fire-room breaking the feed pipe delaying the light cars until 9 p. m.

The boys say they don't think Lew and John will visit a Hungarian mansion again in a hurry.

The men employed on the lower end of the gravity were paid on Monday, and those from Carbondale to Honesdale on Wednesday last.

Mrs. Frank Russler, nee Miss Ella Flood, of Carbondale, visited her parents at No. 4. on Monday last.

WIDEAWAKE.

GRAVITY NOTES.

The welcome notes of the blue birds were heard at No. 9 on Tuesday last.

Last Wednesday was a bad day for the men employed on the gravity.

Patsy Flood, formerly of No. 5, has accepted a position at No. 2. James Monk, of No. 7, has been transferred to No. 5, and Rhinehart Fogle, formerly with Henry Lippert, has accepted a position at No. 7.

John Finton, of No. 4, has been on the sick list this week.

James, better known as Clipper Birmingham, of No. 4, has been in jail at Honesdale this week for assaulting a respectable young lady, of No. 9 on Friday last. We understand that the parties have settled the affair. It was the wish of every one that the young man might receive the full punishment for crimes of that character.

The light-track boys had positions braking and firing on the valley road the three last days of last week, some were "braking" rocks, and others were firing them down the bank near Archbald.

The gravity boys are nearly all up the branch this week loading ties.

James Spry seems to be having hard luck trying to keep groceries in the city of Waymart.

Lige Wagner has in his gang two of the happiest Italians in this country.

August Blott, footman at No. 6, met with a narrow escape from serious injury, if not instant death, on Tuesday last. He hooked on his trip of loaded cars and in so doing got fastened between the shank of the hook on the sling and the small link on the cone. He tried to get loose but failed, and then his only chance for life lay in his jumping upon the sling, which he did, and the trip started up the plane at the rate of 20 miles an hour. The trip was nearly half way up the plane when the headman at No. 7 discovered the perilous position of the footman. The engine was stopped at once and August was rescued. He was badly frightened, and one of his fingers was badly bruised, otherwise he was uninjured, but August don't care to take another ride of the same kind.

John Milligan, foreman at No. 3, has a large addition nearly completed to his residence on No. 1 hill.

Wm. Pierce has resigned his position as headman at No. 9.

One of our gravity engineers was asked the following question the other day: "Where did you get dem boots what you bought of Shon Stuart."

Ruth, daughter of Mr. and Mrs. Wallace Dimock, has been seriously ill this week, but at this writing she is some better.

The *Wayne Independent*, of the 13th inst., contained an article headed, "What caused his Death?" In the article referred to, it is said that at the time of the death of Willis E. Andrews, which occurred at Peckville on February 15th, it was stated in the public prints that he was killed by being run over by the cars, and adds that such was not the case. It then went on to give particulars, stating that he was running a train of empty coal cars on the D. & H. gravity near Peckville, discovering some cattle on the track ahead, he applied the brakes, stopped the cars, got off and began throwing pieces of coal at the cattle, in doing this he slipped and fell, from which, it is supposed, he sustained internal injuries, that caused his death, as no bones were broken, neither was there any visible external wounds. We gave the readers of the *LEADER* an account of the accident at the time. We received our information from the conductor of his train, and the report was true, except that his leg was not as badly mangled as stated. He was running head brake on a train of loaded cars at the time of the accident, and when he slipped, the cars were running slowly, the wheels caught his leg and he was dragged several feet before the cars were stopped, and it is supposed the shock killed him, as the injury itself was not such as would cause death. We do not wish to contradict any thing that appears in a great paper like the *Independent*, neither do we wish people to think we would give them falsehoods for facts in regard to anything that occurs in our midst.

WIDEAWAKE.

See initial report in February 15, 1884 *Gravity Notes*, given herein on page 247.

"John Milligan, foreman at No. 3 has a large addition nearly completed to his residence on No. 1 hill.

"Wm. Pierce has resigned his position as headman at No. 9."

GRAVITY NOTES.

One of the Hirabs fell into the brook near Copeland's office last Saturday night, on their return from loading ties. But the question is who fell in?

Mr. John Heagy, of No. 3, was on Saturday last presented with a ten pound daughter.

"Patsy Price, formerly pully greaser on the Waymart division, has accepted a position on No. 20 head."

→ Patsy Price, formerly pully greaser on the Waymart division, has accepted a position on No. 20 head.

"James Miner, formerly at No. 20, is walking the planks on No. 12 curve."

← James Miner, formerly at No. 20, is walking the planks on No. 12 curve.

William Seely now works at No. 9.

→ Wm. Seely, formerly of the ten mile level, has accepted a position at No. 9.

"Jonah Stiles is running the pusher on the mountain line."

← Jonah Stiles is running the pusher on the mountain line.

Warren Thorp, of Waymart, moved into the McMillen residence near No. 10 yesterday.

Miss Isabella Yail is spending a few weeks with her mother in New York city.

Clarence Stanton had a severe attack of cholera morbus on Monday last.

John Gunsauls starts Monday morning for California.

John Finton, of No. 4, resumed work on Monday last.

J. E. Ketcham and family, are moving from the Foster place to his residence at No. 9 this week.

George Carrell has left the gravity again to accept a scoop on the steam road.

William Hedzell has resigned his position on the gravity and will go west next month.

James Bryden now works at No. 2 foot.

→ James Bryden, who has been at work in the mines for the past few months, has accepted a position at No. 2, foot.

"Isgar Haycock says, when he worked in York State several years ago, the ground was so poor a man could not raise a disturbance on it."

← Isgar Haycock says, when he worked up in York State several years ago, the ground was so poor a man could not raise a disturbance on it.

We were pleased to see a number of items from a railroad correspondent in last week's *Advance*. WIDEAWAKE.

GRAVITY NOTES.

The prospect for full time makes the gravity men happy.

Rev. F. C. Gendel, formerly pastor of the M. E. church, Waymart, was a visitor on the gravity last Wednesday.

Cap Race has resigned his position on the light track to accept head brake on Simrell's train between Carbondale and Olyphant.

Irvin Osborn, formerly of Plymouth, has accepted a position on F. M. Osborn's train on light track.

Clipper Birmingham has been released from jail and returned to his home at No. 4, on Monday last; we hope a better man.

Milton Shafer, while at work loading stone last Saturday had his thumb badly jammed, and will not be able to run his train for some time, but under treatment of Dr. Burnett, the injured member is doing well.

Charlie Cary has accepted a position on No. 20 head.

A. D. Rolls has been running Milton Shafer's train this week.

George Correll says he is going to stick to firing this time.

Rev. W. M. Hiller, Presiding Elder, will preach at No. 4 Chapel at 2 o'clock on Sunday, April 6. All interested in having regular preaching at No. 4 are requested to be present. The Sunday School will be organized after the services.

Larry Coggins and family started on Saturday last for Roundout to take possession of his canal boat.

Over 2700 cars of coal passed over the gravity to Honesdale on Monday last. It was a good day to try the culm burners at No. 28.

George Simrell and men from the lower end, have been running on the light track three days this week.

Mr. A. B. Baker, of Hyde Park, and Miss Ada Williams, daughter of Mr. and Mrs. Henry Williams, were married at the residence of the bride's parents on Thursday, March 26. We did not hear of the happy event in time for last week's paper, but better late than never. They were married at 9:30 a. m., and took the 12:20 p. m. train for Scranton where Mr. Baker had a house ready for housekeeping. We extend our congratulations to the happy couple. Their present residence is 438 Main st., Hyde Park.

We understand that No. 4 chapel is to have a regular preacher this year.

The residence of Mr. R. E. Weed, of No. 9, was the scene of rejoicing on Wednesday evening occasioned by the marriage of their daughter, Miss Jennie, an amiable and accomplished young lady, to Mr. Frank Cory, son of Mr. Walter Cory, of No. 11, the Rev. F. C. Gendall, of Nanticoke, officiating. The happy couple started on an extended wedding tour after the ceremonies. We are personally acquainted with the contracting parties and bespeak for them a happy life. The following is a partial list of the presents received: Mr. R. E. Weed,

check for \$100; Mrs. Hiram Hudson, silver fruit stand; Eliza Hudson, silver butter dish; Mr. and Mrs. F. H. Weed, silver cake basket; F. G. Weed, elegant parlor lamp; Eddie Weed and Mr. and Mrs. Cory, two silver c sters; Mrs. R. E. Weed, one dozen silver knives and forks; Mrs. E. E. Weed, two silver butter knives; Mrs. Freeling Brundage and Miss Lillie Hines, two sets of glass dishes; Mr. and Mrs. Brundage, six goblets and large glass pitcher; Mrs. Fred. Topping, white counterpane; Mr. Fred. Topping, wash bowl and pitcher; Mrs. Brundage, one dozen napkins; silver top salt stand and many other beautiful and useful presents.

One of those terrible accidents that cast a gloom over those employed on the gravity occurred last Wednesday morning by which Mr. Malon Pruner, foreman at No. 7, was instantly killed. An eye witness gives the following account of the accident: There were about fifty cars standing in the foot of No. 8 during Tuesday night, and on account of the snow storm which came during the night the cars had to be pulled into the foot by engine 8, but when the engine began pulling an end tie was broken which made it necessary to push the cars nearer the foot in order that the engine could get another chance to pull. About twenty of the forward cars were stretched out and the men went to the rear of them to push. They had pushed the first car about three feet and in order that he might be able to push harder Mr. Pruner stepped between the cars. As he did this a train was close to the rear of the cars that were stalled and the man who was running the train thinking that the men were out of the way bumped very hard to start the forward cars and in an instant they had fastened Mr. Pruner between the bumpers. The only words he spoke were "My God, I am killed," and in a moment the forward cars had pulled away from the others and the unfortunate man dropped dead at the feet of his companions. The lower part of his back and abdomen were crushed. Mr. Pruner had been foreman at No. 7 for several years and had been a faithful man. The men employed under him had learned to look upon him as a kind and obliging foreman. He was about 37 years of age and leaves a wife and five children, one of the little boys a cripple. The bereaved family has the sympathy of a large circle of friends in their affliction. The mandate "Be ye also ready," is again brought to our notice. No blame is attached to any one for the accident. WIDEAWAKE.

Presents received,
Weed/Cory wedding

Malon Pruner, foreman
No. 7, instantly killed last
Wednesday. No blame is
attached to any one for
the accident.

Cap Race now
manages the head
brake on Simrell's train
between Carbondale
and Olyphant.

Clipper Birmingham now
out of jail: see *Gravity
Notes* of March 21 on p.
334.

"Charlie Cary has
accepted a position on
No. 20 head."

"Over 2700 cars of
coal passed over the
gravity to Honesdale
on Monday last. It was
a good day to try the
culm burners at No.
28."

Jennie Weed, of No. 9,
and Frank Cory, of No.
11 on Wednesday
evening.

Will Hollenback
now works at No. 9.

Much going on
at No. 4 Chapel.

GRAVITY NOTES.

Over six inches of snow fell at No. 9 on Wednesday last.

Will Hollenback has accepted a position at No. 9.

Mrs. John Decker, of Port Jervis, is the guest of her sister Mrs. Richard Wonecott of No. 9.

Mr. Henry Williams lost a valuable cow by death last week.

Mr. P. J. Foster received a telegram from Cincinnati on Monday last stating that his brother, Chriss, was not expected to live. He started for there at once.

Jess Cary received a letter from William Hetzell on Tuesday last stating that they had arrived in their western home and are enjoying good health.

Emory Rolls has left the gravity to accept a position as clerk in Ames Brothers' store at Waymart.

R. E. Weed spent Sunday last with friends in Scranton.

Mrs. Fred Kepler had a severe attack of asthma last Sunday, but at this writing she is improving.

Mr. and Mrs. Frank Cory have returned from their wedding tour.

14,475 cars of coal passed over the gravity last week. Total number of tons 65,137. This was the largest week's work ever done on the gravity.

S. A. Dilts is in Philadelphia this week on important business.

The men between Carbondale and Honesdale were paid on Wednesday last.

Rev. Wm. M. Hiller preached at No. 4 chapel last Sunday at 2:30 p. m., after the sermon a business meeting was held for the purpose of getting pledges to support a regular minister for No. 4. There were only a few present, but \$75 were promised for the above purpose and it was decided to have the Rev. R. P. Christopher, to preach each Sabbath at 2:30 p. m. Mr. Christopher is a man whose hair is white as snow, but he says he feels young, and in the Lord's name he is doing a good work. He will preach his first sermon next Sunday. His text will be found in the LXXvirth Psalm, tenth verse. The Sunday school was also organized. The officers for the ensuing year are C. L. Stanton, supt.; John E. Healy, ass't supt.; Richard Udy, treas. The only thing wanting now to make this year successful is some one to play the organ. Will not some young man from Carbondale volunteer to come up and help us in this branch of the work?

The drum shaft broke at No. 4 last Wednesday, at 4 p. m., which made it necessary to stop running coal for the rest of the day.

WIDEAWAKE.

"14,475 cars of coal passed over the gravity last week. Total number of tons 65,137. This was the largest week's work ever done on the gravity."

"The drum shaft broke at No. 4 last Wednesday, at 4 p. m., which made it necessary to stop running coal for the rest of the day."

GRAVITY NOTES.

This may be called a week of Sundays.

Mr. W. F. Taylor, formerly head brakeman for Jess Cary, has been promoted to the position of foreman at No. 7. Will has worked on the gravity since he was a boy and has always been a steady and industrious man. The promotion is well bestowed.

W. F. Taylor is the new foreman at No. 7.

Irvin Osborn is spending this week with his wife and children at Plymouth.

C. L. Stanton has had the old part of his house torn down and will soon commence to rebuild.

Mrs. W. F. Taylor spent Sunday last with her parents in Greenfield.

S. A. Dilts returned from Philadelphia on Saturday last. He says the grass was about four inches high there. Quite a contrast with No. 9, where the snow is several inches deep.

J. C. Davies and Wm. Moss had a clam bake last Saturday.

Robert Swan is Justus Cary's head brakeman.

If Wint Cary don't win the fish pole at Aitken's it won't be his fault, and don't you forget it.

"The dumpers at Honesdale refuse to work after 6:30 p. m.; at that time they throw down their dumping bars and go home."

The dumpers at Honesdale refuse to work after 6:30 p. m.; at that time they throw down their dumping bars and go home.

"One week ago yesterday No. 4 engine pulled 2,925 cars of coal, the largest number of cars ever pulled in one day."

One week ago yesterday No. 4 engine pulled 2,925 cars of coal, the largest number of cars ever pulled in one day.

"The little peepers have peeped their second peep at No. 9 this spring. According to an old saying, they must be frozen up once more, and then comes warm weather."

The little peepers have peeped their second peep at No. 9 this spring. According to an old saying, they must be frozen up once more, and then comes warm weather.

A large gang of men have been at work under the culm bank at No. 3 for the past two weeks repairing the water pipe.

The gravity boys had a chance to attend the temperance meetings in Carbondale this week.

"The gravity boys had a chance to attend the temperance meetings in Carbondale this week."

J. E. Ketchum and Milton Shaffer were in Scranton last Monday.

Miss Carrie Shaffer, of No. 9, has been suffering with a severe sore throat.

If any one wishes to know how the walking was last Saturday night, from Waymart to Carbondale, they can find out by asking Allen Williams.

The people of No. 4 are well pleased with their pastor.

Miss Ella Cole, of No. 16, is visiting friends at Carbondale this week.

WIDEAWAKE.

GRAVITY NOTES.

Pulley cars can be purchased very cheap of the gravity boys.

Frank Ball and David Wolcott, of the Branch, called on friends on the gravity last Monday.

Charlie Bailey has given up railroad-ing and accepted a position with E. E. Hendrick.

Charlie Ball is confined to the house with congestion of the lungs and fever.

Emmett Swingle has been changed from No. 4 head to the light track.

John Bergan now works at the foot of No. 5.

John Bergan, who has filled the position of No. 4 footman for nearly fourteen years, has been transferred to the foot of No. 5 where the work is not as hard.

Kirt Bice, son of Mrs. Malon Pruner, has been promoted from Racket Brook Breaker to the foot of No. 4, where he earns eighty cents more per day. This act on the part of Mr. Wm. McMullen and Wallace Dimock is commendable, as the increase in Kirt's wages will greatly assist his widowed mother to support the children left to her care.

Jasper Vail has left the gravity to engage in farming for his father-in-law, Mr. Frank Wolcott.

Mr. F. H. Weed, engineer at No. 20, has been on the sick list this week.

Thos. Gilligan has resigned his position at No. 1. His place is filled by Walter Wills.

Mrs. Cary, aged 76 years, mother of Wint and Justus Cary, is suffering with paralysis.

Arthur Taylor has accepted a position on the gravity.

Milton Shafer resumed control of his train on Monday last having been disabled over three weeks with a broken thumb.

Malon Pruner killed in accident—see April 4, 1884 *Gravity Notes*. New job for Kirt Bice: very humanitarian move on the part of the D&H.

John Geary, one of the oldest conductors on the ten mile level has resigned and will go into better paying business.

Henry Inch has been changed from No. 5 foot to No. 4 head.

There was preaching at No. 4 chapel last Sunday afternoon and evening by the pastor.

Fred Kepler says Olveine Walter may be a good marksman, but he don't want him to shoot any more dogs with the stock of his gun.

Mrs. Frank Wolcott has been suffering with a severe attack of neuralgia.

Clark Hetzell returned from his trip to Missouri last week and according to his statement the West is not a very desirable place to go for a pleasure trip. He says the land is good for a man can raise a disturbance on a very small part of it, and board, don't talk. He says they charge a person two dollars to look at a man who has been eating, and fifty cents to sleep on a corn stalk. The people don't live there as we do, they have hoe-cake and no butter, with pork for dessert. He said some one tried to get in his room at the hotel, but he put his whole weight (100 pounds) against the door and kept the burglar out. He says they have "injuns" for brakemen and "niggers" for conductors on the passenger trains. The "niggers" and white men, he says, look alike, the white men are tanned black and the former are "naturally dark colored." And last of all he says if he wants to hoe buckwheat, he will stay in old Pennsylvania. His father and family returned yesterday.

WIDEAWAKE:

"John Geary, one of the oldest conductors on the ten mile level has resigned and will go into better paying business."

Clark Hetzell would rather be in Pennsylvania than in Missouri. Be it ever so humble, there's no place like home.

"The trailing arbutus is now in bloom."

GRAVITY NOTES.

The trailing arbutus is now in bloom. One more day to work and then comes eight Sunday's.

Mrs. Wallace Dimock and daughter, have been spending several days this week with friends in Olyphant.

Miss Allie Miller, of Honesdale, has been visiting her mother, Mrs. Charles Monk, at No. 4, this week.

John Foster has been confined to the house this week with a lame back.

Prof. Dooley seems to be the choice of the people for Superintendent of school's in Wayne county.

Mrs. Henry Lippert has been seriously ill for the past two weeks.

Charlie Ball is able to walk out a little each day.

Jasper Vail has removed from No. 4 to Mr. Frank Wolcott's residence at No. 7. Henry Inch will occupy the house vacated by Mr. Vail.

Miss Carrie Shaffer, of No. 9, spent last Wednesday with friends in Carbondale.

School commenced at No. 9 last Monday, Miss Edith Hayl, of Prompton, teacher.

There was a school house at No. 9.

The pastor of the Waymart M. E. church preached at No. 9 school house on last Wednesday evening.

We received the following message the other day: "Tell videawake dot my name didn't dot tog shoot already."

"Howly Moses! Phat did ye put in the candy anyways, bad cess to ye."

Question—Who drinks the beer brought to the vine-covered cottage on No. 4 plane.

There are over five feet of snow on the Rix Hill.

2,400 cars of coal pass over the gravity nearly every day.

6,000 tons of coal were dumped on the pile at Honesdale one day this week. This looks bad for steady work for some time.

A sling broke on No. 5 plane on Tuesday last causing quite a runaway.

The water company are laying new pipes near No. 8 this week.

James Ludwig, formerly a gravity man, but now in the timber business in Michigan, called on his friends here yesterday.

Thomas Quigley and Wm. Williams are preparing to do some extensive farming this summer.

J. C. Davies and Wm. P. E. Morss propose holding a clam bake at No. 4 engine house on one of the idle days next week. S. A. Dilts and H. W. Powderly are respectfully invited to be present and look on.

WIDEAWAKE.

"2,400 cars of coal pass over the gravity nearly every day."

"6,000 tons of coal were dumped on the pile at Honesdale one day last week. This looks bad for steady work for some time"

"J. C. Davies and Wm. P. E. Morss propose holding a clam bake at No. 4 engine house on one of the idle days next week. . . "

GRAVITY NOTES.

The leaves are fading.

The meetings at No. 4 chapel are quite well attended this week and a good deal of interest is being manifested.

Mrs. J. E. Ketchum has been quite ill this week.

Wallace Dimock is again able to attend to his duties.

Charles McMullen attended the exhibition at the Carbondale skating rink last Tuesday evening.

Frank Faulkner delivers the LEADER on the mountain line every Tuesday and Friday, and the favor is highly appreciated.

Richard Brockway, the veteran hunter, visited Wayne county last Wednesday in search of game.

George and John Shreehan went to Scranton last Wednesday to attend the funeral of their niece, a daughter of Mr. and Mrs. Michael Manion.

Theodore Geary and men are back at No. 7 stone quarry.

McMullen & Medland's skating rink at Waymart is going up rapidly. They are men of experience and the rink will be a credit to the town.

Wilbur Buckingham is engaged in plastering for J. E. Ketchum. Wilbur is a good boy and does first class work.

J. C. D. says he don't see what ails his engine, she don't understand him when he says "Whoa, Flora Temple" in English, he should say "Dunder und blixen, Vlora Demple, what for you don't sthoph already." Fred and Charlie can make her overstand, aint it?

Rosser says there is one man on the ten mile level whose hair has grown gray during the past few days.

Tuthill and Becker were convicted of riot at Honesdale last Tuesday. Sentence will be pronounced next Monday.

Sam. Thorp, foreman at No. 5, has raised some fine cabbage on his place at No. 4, this year.

The new engines at No. 19 are working like a charm.
WIDEAWAKE.

Roller skating
exhibition at the
Carbondale rink

"Theodore Geary and
men are back a No. 7
stone quarry."

"McMullen & Medland's skating
rink at Waymart is going up
rapidly. They are men of
experience and the rink will be a
credit to the town."

Sam Thorp is the
foreman at No. 5.

"The new engines at No.
19 are working like a
charm."

"... A deep religious feeling pervades the community..." at No. 4.

GRAVITY NOTES.

Special religious meetings are being held every night except Saturday night at No. 4 M.E. Chapel. The pastor, Rev. R. P. Christopher, preached to a large congregation last Sabbath afternoon, addressing especially the Moralists, Convicted and the Backsliders. On Wednesday night the Rev. W. M. Hiller, Presiding Elder, conducted the services assisted by Mr. Pierce Butler. A deep religious feeling pervades the community. Many are turning to God and seeking Christ. Services every night at 7:30. Preaching by the pastor next Sabbath afternoon at 2:30 p. m., Subject,—The Influences of Religion on Home, Life, and Character. "Come one! Come All!"

Conductor Rosser decorated his train with the national colors on Wednesday in honor of the Ohio victory.

Sam Foster has been idle for several days with a sprained ankle.

The boys at No. 8 wonder where they will find room in their shanty this winter to sit when that pair of boots is there.

H. W. Powderly has been canvassing the gravity this week in aid of the Carbondale Park and Monumental Fund and he has been very successful. He is just the man for the position.

Emmet Swingle expects to remove from No. 4 to Carbondale on the first of November.

Rev. R. P. Christopher is gaining many friends on the mountain line. He is an eloquent speaker and a devoted christian man and one whose face is not as long as to-day and to-morrow. He is always welcome among the boys on the road for he will talk and laugh and make himself agreeable wherever he is. He is just the right man sent to the right place.

Emmet Gunsauls, formerly a brakeman on the ten mile level has been promoted to the position of conductor.

Henry Inch, of No. 4, says since he ate those coons he is as limber as an eel.

Some of the gravity boys have been smoking Ohio victory cigars this week. Men should remember the adage, "The best laid plans of mice and men gang aft a-glee."

Michael Rourke is again able to run his wheel.

Tuthil and Becker were each sentenced to pay a fine of five dollars and cost of prosecution.

A full description of McMullen & Medland's rink will appear in the gravity notes next Tuesday. The opening night will also be announced.

WIDEAWAKE.

Community involvement on the part of D&H employees: "H. W. Powderly has been canvassing the gravity this week in aid of the Carbondale Park and Monumental Fund and has been very successful. He is just the man for the position."

"Henry Inch, of No. 4, says since he ate those coons he is as limber as an eel."

GRAVITY NOTES.

Overcoats and gloves were not uncomfortable up here on Pike's Peak yesterday.

J. E. Ketchum was presented with a little daughter last Tuesday.

Lige Wagner spent last Tuesday night visiting friends in Canaan.

Little Eva Ketchum has been quite ill this week with a sore throat.

Miss Carrie Shaffer is visiting friends in Pittston.

Mr. Nicholas Hapeman, of Pittston, was the guest of Milton Shaffer, of No. 9, yesterday.

Wm. Phillipps, of No. 5, has raised a fine lot of cabbage this year on his place at No. 6.

John Foster was on the sick list yesterday.

Mrs. Samuel Chubb, and children, of No. 5, visited friends at No. 9, yesterday.

John Finch don't often get full but I saw him at Sheppard's crook yesterday hanging on the butt end of a hemlock tree and I should judge he was pretty full (of business.)

"A bear and a cub are said to be in the woods near Shepherd's Crook. . ."

→ A bear and a cub are said to be in the woods near Shepherd's crook. Here is a chance for Conductor Gill.

George McMinn and Paddy Flood of No. 2 had a lively chase after a wild horse last Wednesday night. The horse actually climbed a tree and Paddy snubbed the lines around a stump and held him until the owner, Little Dix of Carbondale, came and took him home.

Mrs. Henry Seibolt was seriously ill yesterday.

McMullen and Medland's rink will be ready by the middle of next week.

WIDEAWAKE.

GRAVITY NOTES.

J. E. Ketchum finished plastering last Saturday.

Frank Wolcott raised 140 bushels of buckwheat on his farm this year. He is getting to be quite a farmer.

Horace Miner cut his foot severely last week while getting out ties.

If "32 O. K." would continue to write for the LEADER he would confer a great favor on the gravity boys. We are always glad to hear from our friends on the steam road.

The water line from No. 7 to No. 5 is now in better shape than ever before.

Frank Wolcott was in Scranton on important business yesterday.

Mr. Fred. Topping and wife, of Carbondale, were the guests of Mr. and Mrs. R. E. Weed, of No. 9 last Sunday.

Mr. and Mrs. Judson Foster and children were the guests of Mr. and Mrs. Charles Monk last Sunday.

Charlie Cory, son of Mr. and Mrs. Walter Cory, of No. 11, arrived home yesterday from Texas.

Mrs. Shepherd, a lady over 80 years of age, died last Sunday at Waymart. The funeral services will be attended this afternoon at 2 o'clock from the residence of Morris Sampson. The deceased was a sister of Robert Holland, of Carbondale.

Mr. Hiram Hudson, of No. 12, has raised some large carrots this year. I saw one of them yesterday that measured one foot in length and fourteen inches in circumference.

The meetings at No. 4 chapel will be continued this week beginning this evening at 7:30 o'clock.

McMullen & Medland's rink at Waymart will be opened next Thursday evening. Henry Gramer's full band will be present, also Miss Letha Page, the champion lady skater, of Boston, will positively appear and give an exhibition in fancy skating. A pleasant surprise awaits all who attend. The celebrated Loyal and New Era skates will be on hand for all who wish to try the floor.

Samuel Hoyle, a brakeman on the ten mile level met with a serious accident last Friday. He was coming over the highworks at Waymart with his trip of light cars and in walking the trucks his glove caught on the top rail of the car throwing him off. He struck on the planking and from there fell to the ground a distance of about twelve feet. He sustained a broken shoulder blade, one wrist badly sprained and he was otherwise bruised. He is a son of Mr. Wm. Hoyle, of Prompton, foreman of the ten-mile level.

WIDEWAKE.

"Frank Wolcott raised 140 bushels of buckwheat on his farm this year. He is getting to be quite a farmer."

Buckwheat (*Fagopyrum esculentum*)



The name 'buckwheat' or 'beech wheat' comes from its triangular seeds, which resemble the much larger seeds of the beech nut from the beech tree, and the fact that it is used like wheat. The word may be a translation of Middle Dutch boecweite: boec (Modern Dutch beuk), "beech" and weite (Mod. Dut. weit), wheat, or may be a native formation on the same model as the Dutch word.

Samuel Hoyle, a brakeman on the ten-mile level, was in a serious accident at Waymart on the highworks last Friday. He is the son of William Hoyle, of Prompton, the foreman of the ten-mile level.

Water line from No. 7 to No. 5:
"The water line from No. 7 to No. 5 is now in better shape than ever before."

McMullen & Medland's roller skating rink in Waymart will open next Thursday. Gramer's Band and Miss Letha Page will be there, as will the Loyal and New Era skates.

GRAVITY NOTES.

Gravity rink at Waymart is well patronized. Next Thursday evening Hunter and Wickwire will give an exhibition there. Gramer's band will also be present.

Hunter and Wickwire will give a roller skating exhibition at the Gravity rink in Waymart next Thursday.

Mr. and Mrs. John Foster spent Sunday in Archbald.

George Williams and Adams of No. 2 and Frank Shannon and Sam Foster of No. 1 were in Scranton on Saturday.

The meetings which have been in progress at No. 4 chapel for several weeks have closed. A great deal of good has been done and the Lord has blessed the workers as he always does those who do right.

"One more day of idleness this week and then to work."

→ One more day of idleness this week and then to work.

George Simrell has been giving his prop train an airing this week.

Jess Carey is quite a skater. Anything he undertakes he will accomplish and don't you forget it. WIDEAWAKE.

GRAVITY NOTES.

Full time the rest of this month. So they say.

Joseph Swan was the guest of his brother Rob. last Friday.

Wallace Case has been making some necessary repairs on No. 4 engine house.

C. L. Stanton has completed his new dwelling.

R. E. Weed and Jestus Cary attended Free Methodist meeting in Canaan last Sunday.

Charley Blatt is building an addition on his residence at No. 6.

Thomas Stiles has accepted a position at No. 4.

Minor Carr, of Green Ridge, passed over the gravity to Waymart last Saturday morning.

Miss Ella Cole, of No. 10, has been visiting friends in Carbondale for the past week.

Mr. and Mrs. A. B. Baker, of Hyde Park, called on friends at No. 9 last Sunday.

Henry Williams says a man who will steal fried cakes from a hungry man would do almost anything mean.

A man employed with Jestus Cary in the tie woods had his foot severely cut last week.

Wallace Dimock is on the gain, and if nothing else sets in he will soon be able to be out again.

The Waymart items in last Friday's paper were of special interest to many on the gravity. Do so some more.

The special services at No. 4 chapel last Sunday were very interesting and impressive. The pastor is very much encouraged and the people seem to take a large interest in the prosperity of their church.

The headmen at No. 8 are a quiet set of boys, but if you wish a favor you will find them at home.

The only son of Mr. and Mrs. C. W. Miller, of No. 9 is seriously ill.

Luther Bryant formerly in the Seelyville creamery has accepted a position on the gravity at No. 9.

Conductor David Robbins and brakeman Eugene Wonecott of the valley road took an early ride over the gravity from Waymart yesterday morning.

James Monk of No. 5 and Harry Price of the summit are the best skaters on the gravity.

No. 7 and No. 4 ponds were frozen over yesterday morning.

F. H. Weed is learning to roll around on the rollers.

Peter Pyle jr. and Prof. Coughlin were visitors at the gravity rink yesterday.

WIDEAWAKE.

Thomas Stiles now works at No. 4.

"A man employed with Justus Cary in the tie woods had his foot severely cut last week."

"Luther Bryant formerly in the Seelyville creamery has accepted a position on the gravity at No. 9."

"James Monk of No. 5 and Harry Price of the summit are the best [roller] skaters on the gravity."

Roller skating

GRAVITY NOTES.

Still in doubt. How will it all end? Some one will be President. But who?

Mrs. Davies, of Carbondale, was the guest of her son, J. C. Davies, of No. 4, yesterday.

Henry Lippert is engaged in sinking a well for Adam Hunter, at No. 5.

Sam Hoyl is able to walk out but he still carries his arm in a sling.

Charley Cory has accepted a position on the gravity.

Michael Rourke is again confined to his home on account of sickness.

Darius Swingle has been doing some carpenter work for the mountain boys, this week.

The gravity boys between Carbondale and Honesdale were paid on Wednesday.

Fred Kepler was successful on Wednesday. He killed three coons which weighed 12½ and 14 pounds, respectively.

→ A catamount was shot yesterday on the long "Straight Line" below Shepherd's crook.

Mr. Eugene Wonecott of Carbondale, and Miss Mira Bennett, of Hawley, were married on Wednesday at the residence of Jasper Stone in Clinton. The happy couple have the hearty congratulations of a large circle of friends.

Nick Flood, jr., is visiting his parents at No. 4.

→ Gravity rink was the center of attraction at Waymart last night the occasion being the second appearance of the favorites, Wickwire and Hunter. A large audience greeted the Carbondale boys, and every one present attested their approval by round after round of applause. They gave a very fine performance. Mr. Z. A. Wonecott, of Waymart, also gave an exhibition on the bicycle which gave universal satisfaction. Gravity rink is now in first class order and the proprietors seem to make every effort to please the public. So far they have succeeded admirably.

WIDEAWAKE.

"A catamount was shot yesterday on the long "Straight Line" below Shepherd's crook."

Gravity Rink in Waymart is a big success.

"Charles Cory has accepted a position on the gravity."

GRAVITY NOTES

It is over at last, now pay your bets.

Mrs. Merrick Berry, daughter, and grand-children, of Jermyn, visited friends at No. 9 last Saturday and Sunday.

James Monk is running head brake for his father during the absence of Allen Williams.

Wallace Dimock is again able to attend to his duties on the mountain line.

Frank Hollenback has torn down his large barn at No. 6 and removed it to a new lumber job.

→ Bogert and Eno will give an exhibition in the Gravity Rink, Waymart, this evening.

The ladies of No. 4 will hold a social in the Chapel next Friday evening for the benefit of the Chapel. All who would enjoy a good supper and aid a good cause are invited to attend.

A man residing in Waymart hoisted a flag yesterday in honor of the Democratic victory and he got the flag on the pole wrong side up. The boys are having a good laugh over it.

→ Charlie Ellis still walks on crutches, the result of his fall at the Gravity rink.

Mrs. J. E. Ketchum is lying seriously ill.

WIDEAWAKE.

"Bogert and Eno will give an exhibition in the Gravity Rink, Waymart, this evening."

Accident at Gravity Rink

GRAVITY NOTES.

Mr. and Mrs. George Foster spent Sunday last in Hyde Park.

There was an orange race at Gravity rink on Saturday evening.

Levi Bennett expects to resume work on the first of December.

Just sCary resumed railroading yesterday.

Theodore Geary spent Sunday in Honesdale with his family.

Richard Williams, of Scranton, was the guest of Mr. and Mrs. James Bassett, of Waymart, on Sunday.

A little girl attended the gravity rink for the first time, the other day, and as soon as she saw the people skating, she said, "Oh! mama, see all the folks on tasters."

Johnney Shreehan says he thinks he can get a job next summer turning the whirligig over at the Waymart picnic ground. He is practicing on one at No. 5 at present.

Mr. Michael Rourke was very low last Sunday but yesterday was better.

Sunday night's storm was felt severely at No. 11 foot. Sammy Bryant's well curb was blown into the street and his fence was blown down. He said he expected his house would be demolished.

The social held in No. 4 chapel last Friday evening was a perfect success socially and financially. At 7:30 p. m. the pastor, Rev. R. P. Christopher, in a few interesting and amusing remarks made known the object of the social, namely, to raise funds to repair the chapel. There was good music and singing. About 8

o'clock supper was announced and the older portion of those present soon occupied every seat around the large table which contained all the good things that could be desired, including chicken, beef, boiled ham, cake, pumpkin pie, etc. Some of the boys surprised their stomachs. The table was in charge of the following young ladies: Misses Lizzie and Emma Davies and Miss Allie Miller assisted by Mrs. Charles Monk, Mrs. A. M. Pruner and Mrs. Lew Hubbard. About fifteen dollars was realized from the supper. Miss Hetie Davies favored us with some good music during the evening. Mr. Lew Hubbard, in a good speech, proposed that they build a shed for the pastor's horse and take up a subscription for the purpose. A shed will be built at once. This social was the first ever held at No. 4, but I believe others will follow during the winter as this one was so much enjoyed by all present. Great credit is due Misses Lizzie and Emma Davies and Allie Miller, the managers, for their efforts to please everyone.

WIDEAWAKE.

Very successful social at No. 4 chapel. This social was the first ever held at No. 4.

GRAVITY NOTES

The Midgets will give an exhibition at the Gravity rink, Waymart, this evening.

C. L. Stanton celebrated his 38th birthday on Wednesday. It was a lively day for him and one long to be remembered. He says he feels as though he had been learning to skate on rollers.

Emmet Swingle is getting to be quite a checker player.

Engineer John Bryden, of the branch, passed over the gravity to Honesdale on Tuesday.

Skating on the ice has been indulged in by the mountaineers this week.

Ed. Hubbard and Will Histed, of Carbondale, fished through the ice on No. 4 pond on Wednesday. They were quite successful.

Mr. Charles McMullen has been in Philadelphia this week. His place has been filled by John Berry, of Carbondale.

A man employed at No. 9 is said to have eaten forty good sized flapjacks for his breakfast the other morning and it wasn't much of a day for eating flapjacks, either.

A party of young people from Waymart surprised Mr. and Mrs. Milton Shaffer on Tuesday evening. The time was spent in singing and listening to the beautiful music from a violin played by Albert Fredericks, the blind musician. Tripping the light fantastic was also one of the enjoyments. Each one had a good time.

Henry Sampson, of No. 8, has been off a part of this week engaged in the butcher business.

The engines at No. 20 have been pulling light cars 18 years 4 months and 1 day. The same rods and shafts that pulled the first trip are in use to day. The boilers have never been repaired, the only expense has been for two wheels and one set of lagging. The engineer, F. H. Weed, has pulled but one trip over the head without shutting off the steam in time to save a snub. Mr. Weed has always been a careful engineer as the above will prove.

The lumber for the shed at No. 4 chapel arrived yesterday and work on the building will be commenced as soon as possible.

A tramp stole a ride on Shaffer's train on Wednesday as far as Shepherd's Crook when he was discovered and Milt stopped his train and ordered him off. The tramp then boarded the last car expecting to ride to No. 2, but Milt thought differently and he cut a birch whip and went back where he found Mr. Tramp hanging on to the last car. He felt the strength of that whip and no mistake. When he was off he said, "mister, do ye know where a fellow can find a job." Milt told him but the tramp thought the place was too warm. WIDEAWAKE.

"The engines at No. 20 have been pulling light cars for 18 years 4 months and 1 day. The same rods and shafts that pulled the first trip are in use to day. The boilers have never been repaired, the only expense has been for two wheels and one set of lagging. The engineer, F. H. Weed, has pulled but one trip over the head without shutting off the steam in time to save a snub. Mr. Weed has always been a careful engineer as the above will prove."

"A man employed at No. 9 is said to have eaten forty good sized flapjacks for his breakfast the other morning and it wasn't much of a day for eating flapjacks, either."

Slapjacks, flapjacks, and pancakes

"A tramp stole a ride on Shaffer's train on Wednesday as far as Shepherd's Crook when he was discovered and Milt stopped his train and ordered him off. The tramp then boarded the last car expecting to ride to No. 2, but Milt thought differently and he cut a birch whip and went back and found Mr. Tramp hanging on to the last car. He felt the strength of that whip and no mistake. When he was off he said, 'mister, do ye know where a fellow can find a job.' Milt told him but the tramp thought the place was too warm."

GRAVITY NOTES.

Mrs. J. E. Ketchum was very much better yesterday.

John Bergan, of No. 4. Eddie Fitzsimmons, of No. 6, and Harry Price, of the Summit, have been on the sick list this week.

Mr. Michael Rourke was reported a little better yesterday.

A child of Mr. and Mrs. Thomas Bate, of No. 7, has been quite ill this week.

Mrs. George Foster was a visitor at No. 6 yesterday.

Mrs. Charles Colbath received her silk handkerchief last Tuesday in less than five hours after the LEADER was printed. It's a good thing to advertise.

"John Foster has a new floor in his engine house at No. 6."

→ John Foster has a new floor in his engine house at No. 6.

Col. J. P. Sanford will deliver his famous lecture, "Walks in Rome," in the Presbyterian church, Waymart, next Monday evening.

Special quarterly conference services will be held at the M. E. chapel at No. 4 next Sabbath afternoon, the 14th inst. Public love feast will commence at 2 p. m. The Presiding Elder, Rev. W. M. Hiller will preach at 3 p. m., to be followed by the administration of the Lord's Supper. New sheds have been erected for the accommodation of teams. Let all the people at and around No. 4 turn out and fill the chapel.

R. P. CHRISTOPHER, Pastor.

Chris Shultz and Charlie Geary are expert roller skaters.

Henry Pruner of No. 3 foot would after a little practice make quite a trapper. He began trapping for rabbits last Tuesday. The boys at No. 2. can give an idea of his success so far.

"The gravity men between Carbondale and Honesdale were paid yesterday."

→ The gravity men between Carbondale and Honesdale were paid yesterday.

There will be Quarterly meeting services at No. 4 chapel next Sunday preaching at 2:30 by the presiding elder, followed by the sacrament of the Lord's Supper. The Quarterly Conference will convene on Saturday evening.

WIDEAWAKE.

GRAVITY NOTES.

Milton Shaffer was on the sick list yesterday.

Harry Price is still confined to his home with sickness.

The snow plow was run on the mountain yesterday for the first time this winter.

"The crank shaft at No. 6 broke at 4:10 p. m. on Saturday and the running of coal was abandoned for the rest of the week."

→ The crank shaft at No. 6 broke at 4.10 p m. on Saturday and the running of coal was abandoned for the rest of the week.

When George Cory goes to see his girl he gets to work the next day at noon.

Miss Minnie Pruner, who has been an unwilling visitor at Carbondale for a few days, returned to her home at No. 4 on Saturday. Von Beck's plan did no workee.

A leak in one of the boilers at No. 8 yesterday made it quite difficult to pull coal and at 4.30 p. m. they shut down.

WIDEAWAKE.

← "A leak in one of the boilers at No. 8 yesterday made it quite difficult to pull coal and at 4:30 p. m. they shut down."

GRAVITY NOTES.

Railroad men are having a taste of cold weather to-day.

Mr. Alex Ball sr. is suffering with a severe attack of neuralgia.

Mrs. J. E. Ketchum is improving quite slowly.

Mrs. Henry Sampson is seriously ill.

Will Davies is learning to skate on the rollers.

Dick says they didn't bury a calf on No. 5 plane. They were only digging a post hole.

Scoop shovels have been used on the gravity this week.

494 trips of coal passed up No. 8 plane on Tuesday.

Harry Price resumed work yesterday morning.

There will be a grand masquerade party at the Gravity rink, Waymart on Christmas evening. No person will be allowed to skate unmasked. All are invited.

Next week we don't do somdings on de Gravity.

Milt says, "There is one man on the road who has a job for next week putting cast iron teeth in his horse."

There will be Christmas tree exercises at No. 4 chapel on Christmas eve. A good time is anticipated.

John Keegan is the gravity road fire king. He will take a red hot coal from the stove, light his pipe with it, and put it back with his bare hands and not get burned.

George Cory says he don't want to see his name in the paper again.

Rev. S. Homan, pastor of the Waymart M. E. Church has been preaching at No. 9 school house quite frequently during the past year and last Wednesday evening he was invited to preach again. He preached an excellent sermon after which Mr. Perry Parsons in a few words presented him with a purse containing \$35 as a present from the people of No. 9. Mr. Homan was entirely taken by surprise and for a moment he could not form words to thank the people for their generous gift. The money is not applied on his salary but as a donation from the people of No. 9. Great credit is due Mrs. C. W. Miller and Mrs. Frank Cory the collectors, for the satisfactory manner in which the affair was accomplished.

WIDEAWAKE.

"494 trips of coal passed up No. 8 plane on Tuesday."

"There will be a grand masquerade party at Gravity rink, Waymart, on Christmas evening. No person will be allowed to skate unmasked. All are invited."

"Scoop shovels have been used on the gravity this week."

George Cory

GRAVITY NOTES

I wish all the readers of the LEADER a Merry Christmas.

Remember the Christmas tree at No. 4 chapel to-morrow night and bring the children.

→ The thermometer registered 20-degrees below zero at Waymart last Saturday morning.

It took a train of loaded cars one hour and fifty minutes to run from No. 8 to No. 9 last Saturday morning on account of the intense cold weather. The distance is less than one mile.

There was another leak in the boilers at No. 8 yesterday.

Great preparations are being made for the masquerade carnival at Gravity rink on Christmas night.

Gravity notes will be continued in next Tuesday's LEADER. WIDEAWAKE.

Twenty below zero at Waymart last Saturday morning

"It took a train of loaded cars one hour and fifty minutes to run from No. 8 to No. 9 last Saturday morning on account of the intense cold weather. The distance is less than one mile."

GRAVITY NOTES.

Happy New Year to all.

Jasper Vail has resigned his position on the gravity and accepted a position with E. E. Hendrick.

James Monk and Allie Miller spent Christmas in Honesdale.

C. L. Stanton was in Scranton over Christmas.

The masquerade carnival at Gravity Rink on Christmas night was a success.

"No. 8 was a busy place last week, the old boilers having played out. A large force of men were at work putting in new ones. The passenger trains were pulled from No. 5 to No. 20 with the Major Sykes, O. Histed engineer, and Morris Bunnell fireman. No. 8 was doing quite well yesterday with four boilers, for more are to be put in as soon as possible."

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"The masquerade carnival at Gravity Rink on Christmas night was a success."

Mrs. James Brady, of No. 9, died last Saturday, of consumption. Deceased was 25 years of age, she leaves a husband and two children, who have the sympathy of a large circle of friends. The funeral will be held from the residence this afternoon at 1 o'clock.

Philo Gunsauls, of the ten mile level, and Miss Miner, were married last Wednesday evening.

The prospect for full time, is said to be good for the next few months.

Peter Stark spent Christmas with friends in Wyoming. WIDEAWAKE.

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